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AUTOSPORT

Karlskoga F2: Jarier virtually clinches title





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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

August 16 1973 Volume 52 No 7

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Pop-stars at Brands last Sunday caused scenes like these from the large enthusiastic crowd.



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EDITORIAL

The RAC Competitions Committee meeting on Wednesday, September 12th is anxiously awaited by followers of British saloon car racing. At that Competitions Committee meeting, the regulations will be finalised for next year's Group 1 and production saloon car racing.

The commercially-sponsored RAC British Touring Car Championship in 1974 will be run to FIA Appendix J Group 1 regulations. That is agreed by everyone, except for one item. At a recent SMMT meeting to discuss next year's Group 1 regulations, certain manufacturers voiced adamantly for a 4-litre limit to be imposed on the RAC national Group 1 championship in order to exclude American cars from this type of racing. This biased recommendation naturally comes from certain manufacturers who believe their cars (such as Ford and BMW) will be beaten by the American cars. But it is not in the interests of British motor sport.

Apart from the certain manufacturers' bias, the only other reason put forward for the recommended ban is that American cars will turn this type of racing into boring processions. It has been argued that Frank Gardner's 7-litre Camaro has been the death to Group 2 in the way it's turned that class of racing in to dreary processions and that Group 1 will turn the same way by admitting cars from the States. While it is true that there has not been enough large capacity cars in Group 2 to make it interesting, that is not the case in Group 1 as has already been proved in this year's production saloon car racing.

Already over six Chevrolet Camaros have appeared in this year's club championships, and those who witnessed the hair-raising antics of Stuart Graham and Richard Lloyd at Oulton Park last Saturday were treated to a magnificent Camaro spectacle and certainly wouldn't want them banned. For next season, we have been told of Chrysler Hemicudas, Pontiac Firebirds and American Motors models joining over half a dozen Chevrolet Camaros in wanting to compete in the RAC national Group 1 Championship. So what justification is there in excluding them?

The most sensible move would be to institute a 2500-4000cc class, which the Fords and BMWs could battle out leaving the American cars to dispute the over 4-litre class. At the moment, the over £1500 class cars are in a race of their own for overall victory, but that doesn't detract from the spectacle and excitement from other classes in the same race. The 1974 devices from Ford and BMW might be challenging and beating the American cars anyway.

Certain factory team managers may want their lives made easier by the exclusion of strong opposition, but if it's against the interest of British motor sport and the spectators—as we firmly believe a 4-litre limit would be—then the RAC must not be bullied into accepting it by certain influential manufacturers. Let's hope sense prevails on this occasion.

our cover picture

Jean-Pierre Jarier in the works STP-March BMW under pressure from Peter Gethin's works Chevron at Karliskoga in Sweden last Sunday. Jarier's narrow win gave him a virtually invincible position in the championship. Our report starts on page 8.

Photo: Paul Thompson

ABC

Member of the Audit Bureau of Circulations

Pace car introduced for F1

Last Friday the RAC issued a statement which had been formulated by themselves and the CSI, GPDA and F1 Association regarding the speed of cars on the circuit while a major accident is being dealt with. The statement is obviously in reply to allegations that certain drivers were travelling too fast at Zandvoort through the smoke-filled part of the track.

The major point of the statement is that a pace car will be brought on to the track where yellow and white flags will be shown at each marshal's post. The pace car will get in front of the leader and slow up the whole field to what the pace car occupants consider to be a safe speed. If they consider it impossible to carry on they will stop the race.

The other points brought up in the statement are that all F1 races will have a 2-2 grid with immediate effect and that only race and team officials will be allowed in the pit road at any F1 meeting.

The full statement was:

"Important new race safety measures have been introduced as the result of a meeting between the RAC's motor sport director Dean Delamont, acting on behalf of the CSI, and representatives of the GPDA and Formula 1 Association. The meeting held at the RAC's motor sport division finalised points agreed in principle after the German GP at the Nurburgring.

"It has been decided that with immediate effect all Formula 1 starting grids will have a 2-2 layout. In addition only race and team officials will be allowed on to the pit road at any Formula 1 meeting. The most revolutionary decision is the introduction of a

pace car to control drivers while rescue operations are taking place. A review of the fire-fighting measures on international circuits will be carried out and as part of this, copies of the RAC's fire-fighting manual have been sent to all Grand Prix organisers. A further meeting is to be held in September at the end of the European Grand Prix season to standardise international fire-fighting arrangements."

A later release gave details of the pace car operation. The car will be used whenever the track is blocked or partially blocked or whenever a car on or off the track appears to need help from marshals, fire or rescue equipment.

The decision to bring the pace car into operation will be taken by the official in charge of the post in which the incident occurs. If he decides such action is necessary, the white flag will be shown in addition to the yellow already being waved and all other posts will follow suit. The official will then telephone or radio the race director of this action who will send out the car.

The pace car will get in front of the leader and the leader will slow and everyone will catch him up and will be allowed to do so. If the pace car inadvertently gets in front of a back marker, this back marker will be waved by. If any car ignores the pace car he will forfeit a lap.

When the cars catch up with the pace car they will have to line up in single file at 20-metre intervals. The pace car will remain in action for as long as is necessary to clear the accident and at least until the field is lined up behind it.

When the pace driver has been

notified that the track is clear and all the rescue services are re-established, he will indicate to the race leader that he is returning to the pits. As the leader approaches the start line with the whole pack behind him, the starter will show the green flag provided that he is satisfied that the field is in good order. If the green flag is not displayed the field will continue behind the leader and will continue to do so until the green is shown. No passing will be permitted before reaching the start line and the green flag. Violators will forfeit a lap.

The pace car must be signed pace car in the same size lettering as the racing numbers and must be driven by an experienced driver with an observer capable of recognising all competing cars and drivers. If possible it should have radio communication with race control.

Pace car control is not a revolutionary innovation of course, as in America they have used the system for a long time, if a circuit does not have lights to do the same thing. It is however something that has not been seen in Europe or in a Grand Prix.

The idea will undoubtedly meet with some opposition from drivers who feel they are responsible enough to decide their own speed but the irresponsibility of some at Zandvoort indicated that something must be done and this is a welcome move. With the proviso that the accident is not serious then it could also make GP racing more interesting for the spectator once the field gets under way for a second time although this is obviously not the intention of the ruling.

Through financial problems, the Gerry Edmonds Group 2 Escort will probably not appear for Lawrie Hickman again this season. However, Nick May has been able to purchase the seat in this immaculate Escort for the rest of the season, starting at Ingliston.

Fittipaldi and Jarier for Matra?

The final round of the World Sports Car championship scheduled for October 21 looks as though it may be held without the major contestants, Matra and Ferrari. It seems that Ferrari are prepared to accept that Matra will win the championship if they go, because they will be taking three cars and only have to have one finish in the first four to clinch it. Also if they do not go Matra still win the championship because Ferrari will have to drop some points.

Matra however have laid plans for a three-car assault for the race and in addition to their usual driver pairings of Cevert/Beltoise, Pescarolo/Larrousse they have approached no less a person than Emerson Fittipaldi to drive the third car with Jean-Pierre Jarier as his number two.

It is not known whether Fittipaldi has accepted the drive or not but it is common knowledge that he would like to drive sports cars. If he does drive it obviously will give rise to speculation over his contract with Lotus, which restricts him to driving only Lotus cars. Colin Chapman did give Emerson dispensation to drive a sports car once before when he drove an Alfa Romeo at Buenos Aires in 1971 when the Brazilian promptly had his biggest accident until the one at Zandvoort.

If Chapman wanted to keep Fittipaldi for next year Emerson could perhaps use the Matra offer as a lever in getting the contract he wants. However as we said last week it is expected that a major fuel company and two top drivers will be signing contracts this weekend which means that the driver and fuel company will be in a different make of car next year.

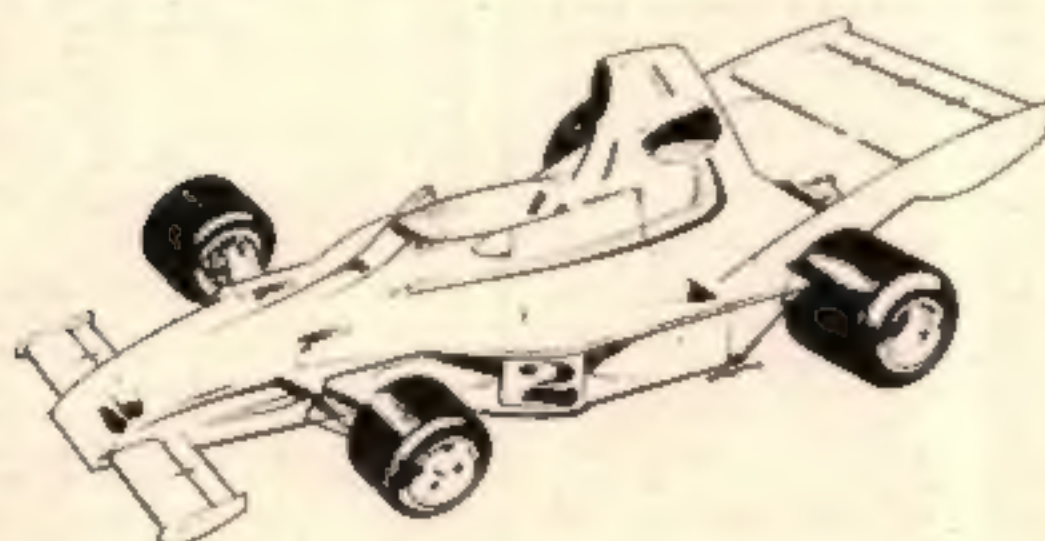
Silverstone's only international motorcycle meeting last weekend, the John Player International, attracted a huge crowd of 46,000 people for Sunday's racing alone.

● Dennis Priddle's 208 Dragster will not be appearing at the BMW day at Brands Hatch as was originally planned. After Priddle demonstrated it last Sunday at the Radio Luxembourg Day the RAC decided to ban it as it was extremely dangerous. Priddle himself was not keen on the idea as the track was too bumpy and the dragster virtually uncontrollable.

● A Datsun engine in F3 next year? There could be. The latest Japanese driver to come to Europe is Masahiro Hasemi who is over here to drive the G2 Datsun. He hopes to buy a March F3 chassis and take it back to Japan for use in Formula Japan before coming over for F3 and perhaps F2 next year, bringing a Datsun engine with him.

● Through financial problems, the Gerry Edmonds Group 2 Escort will probably not appear for Lawrie Hickman again this season. However, Nick May has been able to purchase the seat in this immaculate Escort for the rest of the season, starting at Ingliston.

On the right is an artist's impression of Dan Gurney's Eagle F1/F5000 designed by Roman Sibydytskyj. The car should be completed within the next few days and tested at the beginning of next month. It shows a lot of F1 thinking in the body shape note also the cooling ducts for inboard front brakes. Left is the unique 250 GT "Breadvan" Ferrari which made its first racing appearance since the early '60s at Oulton Park last weekend in the hands of Kim Mather.



Lauda's three year BRM deal



Niki Lauda—BMW contract.

Louis Stanley confirmed this week that he had signed Niki Lauda for a further three years to drive for BRM. This comes after his consistent rapid drives in BRMs this year, when invariably he has been the quickest of the three drivers. This of course is a big break for Lauda who at the end of last season, following a disastrous year with March in F1, looked unlikely to race in F1 again, until at the very last minute he was signed by Marlboro-BRM this year.

Incidentally Lauda suffered a fracture of the right wrist in his nasty shunt at the Nurburgring last week, caused by a puncture, and had the wrist put in plaster. However he is determined to race at his home GP this week, the scene of his F1 debut in a March 711 two years ago, and the plaster has now been removed. He will probably have to drive with a special support however.

With regard to the other remaining BRM drivers, Stanley has said that Clay Regazzoni's contract has not been renewed for next year while Jean-Pierre Beltoise's remains open.

Ferrari go to Austria

Ferrari will be back at the Austrian Grand Prix this weekend. Arturo Merzario will definitely be in one car and Mauro Forghieri told our man in Austria last week that he would enter two cars in the hope that Jacky Ickx might reconsider and return to the team.

Merzario has been testing the revised car extensively at the Osterreichring and his best time last week was 1.3 s quicker than the official circuit record held by Francois Cevert in the Matra sports car. The changes to the car mainly concern the bodywork and the adoption of side radiators.

Granatelli pulls STP out of F1

STP have pulled out of Formula 1. This was the news confirmed by Max Mosley at the beginning of this week. Apparently Andy Granatelli took the decision following the Zandvoort tragedy. The decision was taken because Granatelli is very disturbed by the dangers of motor racing at present. But it is not only March's F1 effort which has been hit—he also announced his intention of pulling out the support from USAC a formula which the additive concern has backed right from the beginning. However the F1 pull out takes immediate effect because Granatelli was able to exercise a pull-out clause in his contract with March. The USAC commitments will be fulfilled until the end of this year.

Granatelli has indicated however that he is willing to re-enter the USAC scene if the racing is made safer. However a return to F1 looks unlikely.

March still intend to run a car for number one driver Jean-Pierre Jarier in the Austrian, Canadian and American Grands Prix although it will not be in STP colours. The car will be the one which David Purley has used this season. Purley's hire deal only includes the Italian GP of those remaining.

The works March F2 cars will however remain in STP colours and be run as STP Marches.

Mosley said that they will continue to run the works F2 cars for Jarier and Jean-Pierre Beltoise, with the possible exception of Salzburg, as there is still a vague mathematical chance that Jarier can be beaten. Jarier's total of 63 points (seven finishes and seven maximum scores) could be overhauled by Patrick Depailler only if Jarier fails to score again and Depailler takes maximum points every time. Jarier's aim will be to equal or to beat Jochen Rindt's record of seven F2 wins in a season.

The withdrawal of STP means that for the first time since the inception of March in 1970 the works car has not appeared in the dayglo red STP colours. After the split with Chris Amon at the beginning of this year it looked as though STP would pull out then but eventually they gave March a reputedly reduced sum of money.

The future of March in F1 next year is obviously dependent on finding a big sponsor—the lack of which has always hampered the March F1 team right from the start. However Mosley admitted that he had approached Jean-Pierre Beltoise to drive for March in F1 next year alongside Jarier as the two drivers have proved to be an excellent team in F2 this year. However nothing definite will be decided until a major sponsor is found.

Prod sports 1974 regs

Regulations for next year's STP production sports car championship include a number of changes, the most radical of which is to reverse the starting grid with the faster Class A cars on the back of the grid and the slower Class D cars at the front. Each class will be started as a group and with a fixed handicap of 15 s between classes for races run at circuits under 1.8 miles and 20 s at circuits over 1.8 miles. Overall prize money will go down to eighth place for next season with £15 to the winner and there will be prize money paid to the first three in each of the four classes.

Hoping to increase the number of competitors, certain cars, although not homologated, have been added to the list for next year's STP production sports car championship. They are the Clan Crusader, Ginetta G13, Ginetta G21, Morgan 4/4, Morgan +8 and TVR 3000. In order to check the eligibility of these cars, the BRSCC proposes to produce for each model a replica of the FIA homologation sheet, compiled from the manufacturer's literature and checked against a car selected from a dealer.

Price classes will remain similar to this year, except that the larger class limit will be raised to over £4,500 to encourage Jaguar V12 competitors to compete in Class B. Otherwise there will be no changes to the vehicle regulations for this production formula, and it is anticipated that production sports car racing should run to the anticipated revised RAC Tyre regulations, which will exclude the "competition" road tyres.

A race run to next year's production sports car regulations is hoped to be organised by the BRSCC at the end of this season. It does seem that after a rather disappointing start, production sports car racing could become quite a popular attraction in 1974.

The proposed list of eligible cars and classes is as follows:

Class A over £4500: Alfa Romeo Montreal, Aston Martin DB6, Chevrolet Corvair, Shelby, De Tomaso Pantera, Ferrari Daytona 365 GTB 4, Ferrari Dino Coupé 246, Mercedes 350SL, Porsche Carrera RS, Porsche 911E, Porsche 911S, Porsche 911T, Porsche 911S Targa, Porsche 911T Targa.

Class B £1625 to £4500: Alfa Romeo 2000 Spider, Datsun 240Z, Ginetta G21, Jaguar 4.2 E Type, Jaguar V12 E Type, Jensen-Healey, Lancia Fulvia Sport, Lancia Fulvia, Lotus Elan +2, Lotus Europa Big Valve, Lotus Europa Twin Cam, Morgan Plus 8, Porsche 924S, TVR 3000.

Class C £1200 to £1625: Clan Crusader, Ginetta G13, MGB, MGB GT, Morgan 4/4, Triumph GT6, Triumph TR4.

Class D up to £1200: Honda 800, MG Midget, Sprite, Triumph Spitfire.

Cevert at Mallory



Francois Cevert—Tyrrell demonstration.

The Fordsport day at Mallory Park on August 26 will have as its major attraction Francois Cevert demonstrating his Tyrrell-Ford F1 car. It is not certain how many laps Cevert will do and Ken Tyrrell remarked in the announcement release that he will not be aiming to smash the circuit record but just showing the excitement and colour of an F1 car.

An extra event has also been included in the programme which was not in the original regulations, a special saloon race. All those wishing to enter all the usual classes should write to Ron Overend, 1a Brownsfield Road, Litchfield, Staffs.

● Depending on how testing with Firestone goes this week, Mario Andretti should be returning to the CanAm scene in the next round at Elkhart Lake with the turbocharged McLaren-Chevrolet. The car has so far been unreliable.

● The Goodyear airship, which has been seen at many race meetings throughout Europe carried its 10,000th passenger last week in the six-seater cabin. Its first flight was in March 1972 and since then it has flown over 2000 miles and completed 1900 flying hours.

● David Purley has been offered an all expenses paid holiday in Tenerife by Robbie Spenser and the RAC of Tenerife for his whole family for his valiant efforts to save Roger Williamson at Zandvoort. It is also likely that he will receive the island's top award for bravery.

Donohue wins CanAm again

Mark Donohue driving the Sunoco Porsche 917/30 won last weekend's CanAm race at Mid-Ohio. Donohue won the two-part race at a record average speed of 101.409 mph and established the fastest lap in 104.297 mph. Donohue's victory margin at the finish was nearly a minute over his Porsche rival, George Follmer in the R. C. Cola Porsche 917/10, but it was a close race. Although Donohue won the first part by 43 s over Follmer, Follmer went into the lead of the second part and pulled away from Donohue, who only closed up in the closing laps and passed Follmer six laps before the end while lapping tail-enders to win the second instalment. After the race, Donohue claimed that his car was not

functioning properly.

Jody Scheckter in the Vasek Polak Porsche 917/10 qualified second fastest to Donohue, but in the first part he was forced to spin to avoid a back-marker and then pulled to a halt with something amiss in the suspension. He did not start the second part. David Hobbs' Black Label McLaren M20 finished third in the first part, one lap behind the Porsches, but only lasted a few laps in the second race when the rear suspension broke. Jackie Oliver's UOP Shadow spun to avoid Willi Kauhsen's Porsche 917/10 t/c and in the ensuing collision, Oliver's radiator pipe was flattened and the car suffered from overheating thereafter. He was classified eighth at the finish.

Third place, four laps behind the two leaders, was taken by Hurley Hayward's Porsche 917/10 from Derek Bell's McLaren and the Commander Motor Homes McLaren of Bobby Brown and Danny Hopkins. Donohue's lead in the CanAm series is increased to 59 points over Follmer, who has 35, while Follmer's teammate Charlie Kemp (who did not start this race owing to broken suspension parts on his Porsche 917/10) is third on 30. David Hobbs, on 25 points, and Jody Scheckter, on 24 points, are fourth and fifth.

We regret that transport difficulties have prevented us from including our report in this week's issue, but it will appear next week.

Mark Donohue increased his lead in the CanAm series at Mid-Ohio with another win in the Sunoco Porsche.



Full F1 field in Austria

The Austrian Grand Prix at the delightful Österreichring this Sunday will be one of the most significant of the year in a number of ways. Of prime importance of course is the safety precautions which will have to measure up to an inspection by the Jo Siffert Council and also a pace car will be available for use in controlling the speeds of the cars should there be an incident.

Louis Stanley reported this week that the Austrians were being extremely co-operative in making the circuit as well equipped as they could in the short time available. The organisers as well as receiving sponsorship from a state owned cigarette company, Memphis, for the race, have had two further offers of support for fire fighting equipment. Kurier, an Austrian newspaper, will finance the costs for a fire rescue helicopter while Schartner Bombe, manufacturers of non-alcoholic drinks, have offered to help pay for the helicopter and will pay for fire resistant clothing for the flag marshals.

The interest in the race itself will centre around Jackie Stewart trying to increase his lead in the championship even further. Currently the Scot has a 15 point advantage over his team-mate Francois Cevert while Emerson Fittipaldi trails in third place 18 points behind. The Elf Tyrrell team will not only be looking for a win for either driver but a

third consecutive 1-2 which will surely be an all time record.

Fittipaldi and team-mate Ronnie Peterson will still only have three JPSs to choose from, there not being enough time to build up another spare following Emerson's Zandvoort accident.

Yardley McLaren will have just two race cars on this occasion for Denny Hulme and Peter Revson, lack of engines making it impossible to run Jacky Ickx. Brabham will have their usual BT42s for Carlos Reutemann and Wilson Fittipaldi while either Rolf Stommelen or John Watson is expected to drive the third car. Team Surtees F1 fortunes seem to be on the up at last following Carlos Pace's fourth place at the Nürburgring and Jochen Mass' highly competitive seventh. They will have their usual cars while Mike Hailwood will of course be in the Brooke Bond Oxo Rob Walker TS14. Shadow's fortunes too seemed to have taken a turn in the right direction with Jack Oliver's stirring drive to eighth place at the Ring. If George Follmer can find the form which brought him points at the beginning of the year the team should start to realise some of the potential which they have. Gijs van Lennep's sixth place at Zandvoort in Frank Williams' Iso-Marlboro has earned him another race in the team with Howden Ganley while also returning after missing the German race will be James Hunt in the Hesketh March, which

has been undergoing some intensive testing since Zandvoort when Hunt had his best result yet, finishing third. Jean-Pierre Jarier will be back in the works March F1 team (not backed by STP) for the first time since the French GP where he gave his best F1 performance to date. In Austria he will be using the 731G which has been used by David Purley in the last few races. Mike Beuttler will also be present in his usual Clarke-Mordaunt-Guthrie-Durlacher car. Rikl von Opel has been testing the modified Ensign at the circuit all this week and will be looking to repeat the form he showed in practice at Zandvoort.

BRM hope to have their usual three cars present although whether Niki Lauda will be fit enough to drive will not be known until Thursday. If he is then he can be reckoned on to be well up as not only is it his home GP but it is a circuit which has always suited the BRM. Jean-Pierre Beltoise and Clay Regazzoni will of course be in the other two cars. As reported elsewhere in P&P there will be a Ferrari B3 present for Arturo

Saloon special

The most exciting saloon car race to be held in this country is being planned as an annual attraction by Tony Hazlewood, driver of the magnificent Daf-Rover 55. With the increase of exciting large capacity hybrid saloons, he has planned the Westwood Challenge Cup sponsored by Westwood Engineering, to take place at Silverstone on the Silverstone Grand Prix circuit on October 8 (the clubmen's championship meeting), and hopes it will become an annual attraction.

It's a kind of betting race for large capacity special saloons, Group 2 cars and Group 1 cars on racing tyres. The prize money, which could amount to around or over £1000, will be provided by the driver, who will purchase one or more units of £10 each, depending on how confident he is of winning. A competitor may purchase as many as five units of £10 and the first six drivers in the race get their units back in full, with the first three getting an extra percentage of the money; for instance, the winner receives three times the units purchased and the Westwood Cup. Initial reaction seems to be that half the field of over 30 cars will be acquiring the maximum five units, which would make it quite a motor race! The winner's prize fund could amount to around £400 in such circumstances. Other incentives are being muted as well, including a £50 award from Gerry Marshall to the competitor who establishes fastest lap.

A superb idea, which once and for all could decide who has got the best saloon car and the driver confidence and ability to go with it and back his theory to the maximum extent.

Merzario while Graham Hill will also be there in the Embassy Shadow. We were unable to discover whether or not either of the Martini Tecnos would be going for Chris Amon.

BRDC secretary presented David Purley with a special award for his bravery at Brands Hatch last Sunday.



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Weekend sport

Lords v Commons Parliament race star attraction of BMW Day this Sunday — action-packed nine race programme — Ian Taylor v Tony Brise in superb Formula 3 line-up.

Headed by new Liberal MP Clement Freud, the 10 lap Lords v Commons BMW race at Brands Hatch this Sunday should be quite a motor race. All driving identical BMW 2002s, other drivers in this event include Lord Montagu of Beaulieu, Lord Chesham, Lord Strathcarron and other distinguished personalities in the event, which sees the 10 Commons drivers in white cars and the upper house contingent in black cars. The race will be run on a match play system with the team result being decided on a points basis.

The surviving BMWs compete again at the end of the day in a BMW Celebrity race for invited drivers including popular BBC disc jockey Noel Edmonds.

On home ground, Tony Brise is favourite to win the 15 lap Forward Trust Formula 3 race although the championship leader Ian Taylor will be all set to



Tony Brise (left) Ian Taylor (right).

defeat the local hero. But there's more opposition too, from Mike Wilds, Mo Harroess, Richard Roberts, Leonal Friedrich, Russell Wood, Alan Jones, Tony Rouff and Johnny Gerber. More single-seater action is provided by rounds in the Wells FF and national Vee championship rounds, with Stephen South and Ted Wentz heading the former.

Brian Muir's Alpina BMW CSL is expected to appear in the Forward Trust special saloon race, but should have a hard time against Gerry Marshall's Firenza, John Turner's Escort-BRM and Tony Hazlewood's spectacular DAF-Rover 55. The 1-litre Forward Trust special saloon race, which

opens the programme, sees John Homewood and Ray Payne in Imps challenge the quick Minis of Roger Saunders, Ryan Lee and Terry Attoe.

More saloon car excitement is provided with a production saloon car race, in which the BMWs of Tony Lanfranchi, Donald Macleod and Roger Bell had better produce a BMW 1-2-3 or else. To make their job easier, there's a 4-litre limit on this race which excludes the Camaros but the Alfes of John Handley and Stan Clark will be doing their best to upset the outcome.

A battle of the big v small variety is expected in the Blue Circle mod sports race with John Pearson's amazing Jaguar XK120 and Brian Hough's TVR Tuscan having to fend off the very rapid Lotus Elans of Jon Fletcher and John Evans.

Plenty of unusual and exciting antics are assured at Brands BMW day this Sunday, so make sure you're there. Practice starts at 9 am until 1.50 pm with the first race at 2.30 pm. After the last one, there's no need to hurry home either for Beggars Opera will be providing music on the circuit after the meeting. An added incentive—BMW drivers are admitted free, but it's only 70p for the rest of you.

● At Inghelston, a round in the Group 2 British Touring Car

Championship should provide the Scottish venue with some of its best racing to date. The sight of the Frank Gardner Camaro and other "big bangers" around the circuit's narrow confines should be quite a sight and the action starts there at 2 pm.

● Clubmen's meetings take place on Saturday at Silverstone were the BMCRC are holding their annual affair, which starts at 2 pm. On Sunday, the 750MC are paying a visit to Mallory and there are rounds for all their usual club formulae with the meeting starting at 2.30 pm.

● Chris Cramer's Grunhille March hopes to repeat its incredible performance at Shelsley Walsh this Sunday in the next round in the RAC Hillclimb Championship, with strong opposition from Mike MacDowel, Roy Lane, Sir Nick Williamson and Richard Thwaites. The meeting starts at 11 am.

● Jody Scheckter runs his new Sid Taylor-owned Lola T330 at Road Atlanta this weekend in the next round in the L & M Formula 5000 Championship, leaving his Trojan T101 vacant. The car has therefore been hired by R C Cola for Charlie Kemp to drive. Scheckter's main opponent in the championship, Brian Redman, will have a team-mate if both cars start the race. The driver will be Derek Bell.

John Webb denies Mallory Park closure rumours

Stories in last week's Motor Cycle News that racing was to be discontinued at Mallory Park at the end of this year, were denied by Motor Circuit Development's managing director John Webb this week. Mr Webb confirmed that talks had taken place between Grovewood Securities (owners of Mallory) and Tom Wheatcroft, who apart from his Donington connections is primarily a Leicester building contractor, regarding a small part of the

Mallory Park land being used for the building of houses. However this would not affect the circuit and Mr Webb stated that Mallory Park would continue to hold racing as usual.

It is understood that planning permission on the part of land at Mallory expires early next year and if the option to build is not taken up, then a fine could be placed on the owners under a new law which comes into effect later this year.

Danish F5000?

Tom Belso went to inspect the Jyllands Ring circuit in Denmark this week prior to the Rothmans European Formula 5000 Championship round scheduled there for September 23. A week after the Danish race, comes another European F5000 round at Zandvoort, but it seems unlikely that additional races will be added to the Rothmans calendar to make up for the cancellations as the latter part of the F5000 calendar is already pretty crowded.

● Clive Baker's F5000 March 73A will in future be sponsored by Calo-a-film Ltd, a Torbay based company owned by Nashua Copycat Ltd.

Dallenbach at Milwaukee

The Milwaukee USAC race held last weekend was won by Wally Dallenbach, whose STP Eagle headed an Eagle domination of the 200-mile championship race. Second was Mike Mosley with Billy Vukovich in third and Jimmy McElreath fourth in a McLaren. Bobby Unser crashed in practice and Al Unser on the first lap of the race, but neither car was seriously damaged.

● F5000 Trojan driver Bob Evans became a father for the first time last Sunday when his wife Annie gave birth to a son who will be named Thomas.

CATCHPOLE

By Barry Foley



Shell SPORTnews12

The day that the rain came down

Silverstone on Sunday 5th August may have been a wash-out as far as the SHELLSPORT Luxembourg Formula 5000 Team was concerned but wet or dry, SHELLSPORT cars and drivers are always in the thick of it.



In the Special Saloon Car race, Mick Hill powered his new 6-litre Capri to its fifth win in five races and his 14th victory of the season.



Count Giovanni de Stefano keeps it on the island to win the combined Production Sports and Saloon Car event in his Porsche Carrera RS.



Donald MacLeod borrowed the SHELLSPORT Luxembourg BMW to good effect, finishing fourth overall and the first saloon car home in the Prod. Sports Saloon Car race.



An idea of the conditions during the warming-up laps are reflected by this shot of Gips van Lennep at speed past the pits.



Clive Santo, Gips Van Lennep and Jackie Epstein taking cover shortly before the race was called-off.

DON'T miss

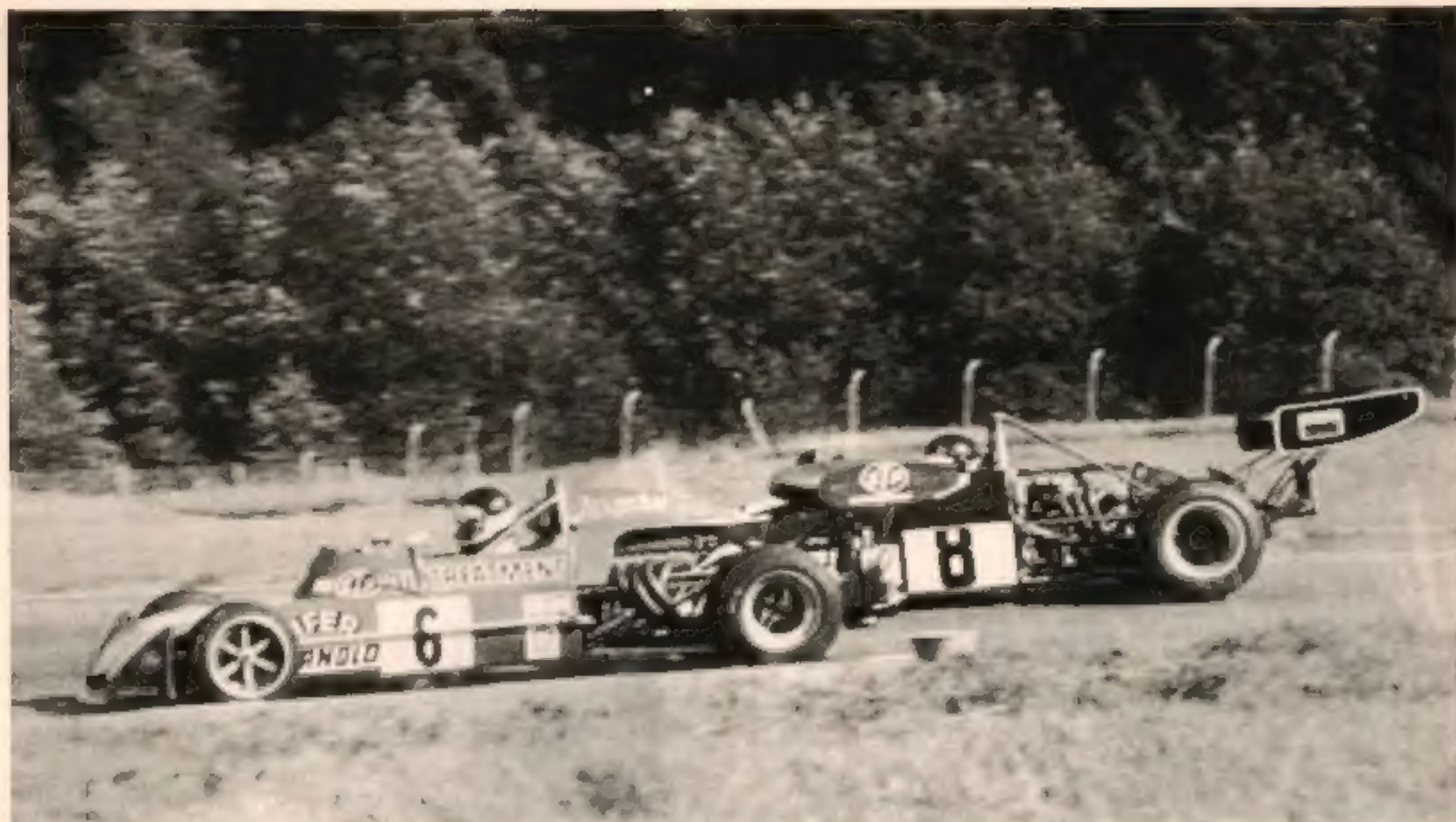
the next round of the Formula 5000 Championship at Brands Hatch on Bank Holiday Monday 27th August 65 laps of the tight 1.24-mile short circuit will have to be seen to be believed and all three SHELLSPORT Luxembourg drivers will be out to win Plus a SHELLSPORT Celebrity race with 'celebrities' Gillian Fortescue Thomas and Italy's Lella Lombardi taking on the mere men!



Making his debut in Formula 5000 was former Australian F1 Champion Richard Knight. Driving Tony Kitchen's Kitchmac for the first time, Richard equalled the lap record in unofficial practice.



Only Shell Super Multi-Grade has the unique 'muscle-molecule'.



Jean-Pierre Jarier clings to the inside as Peter Gethin makes one of his many attempts to round the outside.

KARLSKOGA

Jarier's best win yet as Gethin and Palm challenge

By IAN PHILLIPS Photos by PAUL THOMPSON

Spectators at Karlskoga in Sweden last Sunday undoubtedly witnessed the best F2 race of 1973. For the first time Jean-Pierre Jarier's total supremacy was threatened throughout the meeting. But for the sixth time this year the Frenchman won and took maximum championship points for the seventh time in seven finishes which virtually assures him of the championship; a vague mathematical chance leaves Patrick Depailler with the remotest of remote hopes of taking it.

It was not car or tyre supremacy which gave him this win it was sheer intelligent driving making fullest use of his only asset, BMW torque out of the corners. His Ford powered challengers were Peter Gethin, in the works Chevron-Hart, and Torsten Palm, in the second Matchbox Surtees-Hart, both on what have previously been race-long uncompetitive Firestone tyres. Palm was a revelation in practice and the heats but surpassed himself in the final chasing Jarier through two thirds of the race before making a small mistake which allowed Gethin to slip through and put in his bid. For 16 laps Gethin tried every way to get round the STP March-BMW but cool driving by Jarier kept him at bay by 0.3 s with Palm taking an excellent third and a new lap record.

Colin Vandervell held a very safe fourth until the penultimate lap when his engine blew up letting Tim Schenken, Ronnie Peterson (yes, the Texaco Star finished and only used one engine during the whole meeting) and Jacques Cousson fill the rest of the top six placings.

ENTRY AND PRACTICE

The F2 complimentary championship round was the first event to be held at the Karlskoga circuit since 1970 when there was a horrific accident at the Swedish venue involving a car going into the crowd. Since then the track has undergone extensive safety modifications including triple layer armco, catch fences and high spectator fences and among those responsible for the track include Ronnie Peterson; so generally the precautions were up to standard.

The Karlskoga race was the third F2 event in Sweden this year and with the complicated championship scoring system it was not worth a number of people taking part as it was impossible for them to score. This accounted for Jochen Mass being replaced by Mike Hailwood in the Surtees team and the Elf team not appearing at all. In fact Patrick Depailler can score in one further complimentary event and this will probably be at the Norisring.

All the teams who were at Mantorp, with the exception of the Elf set-up, stayed over in Sweden for the intervening two weeks and some took advantage of unofficial testing in the days prior to the event. The F2 lap record stood to Jochen Rindt in the Winklemann Brabham set as long ago as 1967.

Official practice started on Friday morning in very wet conditions. About two thirds of the field bothered to go out and the quickest was Reine Wisell in the Pierre Robert GRD.

The Friday afternoon session was virtually dry and Jean-Pierre Jarier gave an indication of likely times with a 1 m 13.0 s with local man Torsten Palm second quickest in the Matchbox Surtees on 13.2 s.

Saturday morning however was dry and warm and all bar two recorded their best times in this period. Fastest by 0.3 s was Peter Gethin in the works Chevron-Hart B25. He was consistently quickest in this period with times in the 12 s bracket. His very last lap was a 12.5 s which was his best. Gethin,

driving in F2 for the first time since practice at Rouen, has had very little luck in F2 this year but at Karlskoga he was on top form driving very smoothly and quickly. The little side spoilers which were on the car when John Watson drove it at Mantorp were missing but the tweak this week was provided by Firestone, who produced the B41 tyre, which is the latest production F1 tyre. Also available was a new 24 in profile tyre in B32 compound (an old F1 tyre) but although a number of cars used them, Firestone engineer Jean Mosnier thought that perhaps they were too wide. Gethin tried the taller ones but found them not quite as quick so reverted to the 23 in and this combined with a fresh Hart engine for the final session gave him the edge.

Second quickest was another Ford powered, Firestone shod car—Mike Hailwood's Matchbox Surtees-Fina-Hart T515. Mike was having his first F2 race since Thruxton in the car which Jochen Mass had at Mantorp. He used the tall B32 tyres and after learning to drive F2 cars again he got stuck in with some really quick laps towards the end finishing with a 1 m 12.8 s.

Championship leader, and Hailwood's likely successor as European F2 champion Jean-Pierre Jarier was next up on 1 m 12.9 s in the works STP-March BMW 732. As at Mantorp he had his usual car and Jean-Pierre Beltoise's to choose from with a third sitting in the transporter if wanted. After running the low profile Goodyear tyres at Mantorp it was decided to use the 25 in ones at Karlskoga. It took Jarier some time to come to terms with them and get the balance of the car right; the extra grip which the big rear tyres give seemed to make it more difficult for the Frenchman's natural tail-out style. He had a couple of off course excursions one of which damaged a nose and the second of which covered car and driver in a great deal of mud and filth. In the final session Jarier changed the gear ratios in order to try taking the three hairpin bends in first gear. Although this seemed to be marginally quicker it proved too much for the gearbox and during the very quick final half hour he was struggling with first, third and fourth gears so it was decided not to risk unnecessary strain on the gearbox and just gear for the corners in second.

Jarier retained the big tyres for the heat although none of the team were too optimistic about them. Various problems meant that they

were unable to do proper back to back tests with their two cars. Team manager Ray Wardell put the Firestone advantage down to compounds. The circuit was bumpy but the surface fairly smooth. The harder compound Good years on Jarier's car just did not get hot enough at any stage and he had great trouble especially under braking as the tyres just would not grip. On the other hand the softer Firestones were getting up a good temperature and gripping nicely which helped Gethin and Hallwood no end.

Incidentally if Jarier won the race he would not clinch the championship outright. Robin Herd's slide rule said that it was mathematically possible for Patrick Depailler to win provided he won all the remaining races and Jarier did not finish. If Jarier scores just one more point or Depailler fails to take maximum every time then the title returns to Bicester after a 12 month gap.

A surprising fourth quickest was Swedish F3 man Torsten Palm, once again in the second works Surtees-Hart TS15. Throughout all the practice periods he was quick, using the tall B32 Firestones, and his rally style cornering was very good to watch. In the final session he improved by just 0.1 s on his previous day's performance to 1 m 13.1 s. Another excellent performance came from Andy Sutcliffe making his debut in the Milford Group sponsored ex Beutler March BMW. After Beutler's shunt at Rouen it was virtually a brand new car which Brian Lewis and his men had built up rapidly since Mantorp and ferried out with no testing of car or engine. It was in fact painted yellow for this race not in Milford blue. Sutcliffe, who has had little racing this year anyway, had never sat in the car and his only previous F2 experience was a race at Oulton Park last September in the works GRD. However after missing the first session while the car was completed, he did the second running in the engine before being let loose for the final period. His speed and smoothness surprised a great many people and when he was called in 30 m before the end of the session to have a rest he was down to 13.2 s (although his pit had got him even quicker). Unfortunately he was unable to go out again as the water pump suddenly started to leak which did not give rise to much optimism for the heat. A water pump failure on a BMW means a strip down to replace it which is not on at a circuit. However by depressing the water system the engines seemed to be able to stand up to 45 m of racing.

Colin Vandervell, who had the same water pump trouble at Mantorp, was just 0.1 s behind his new team-mate. Vandervell in fact only did the final session as he had been misinformed by March of the timing of practice and only arrived for the final five minutes of Friday. He was also upset that he only had his Mantorp engine rebuilt to use instead of a fresh one. Although he did a very respectable time the engine was not pulling as he would have liked. Still neither Vandervell or Sutcliffe were given any of the new Goodyear tyres. Bill Gubelmann put up his best performance to date in his smart private Firestone shod March BMW to record a 1 m 13.4 s in a very few laps. The engine already had a lot of miles to its name and after setting what he considered would be a good time he wisely decided to sit and watch. His time was also equaled by Jarier in Beldor's car.

Swede Bertil Roos had the Fred Opert hired DART racing with GRD, Brian Hart powered 273 for his second F2 outing and he showed very good form. During the week he tested the car without wings and with a narrow nose but the arrival of GRD's new racing manager Dave Wilson (formerly with Chevron) soon put him right on that score. The SuperVee ace got down to 13.5 s which would probably have been even quicker had he not gone so deliberately sideways round all the corners. Super Swede Ronnie Peterson was next up on the same time with the lone Taxaco Star. The big news from the Lotus team was that the engine ran through three practice sessions with no trouble at all, which was a change from previous meetings when every single engine (a total of nine so far) had blown up. The abrupt change



Second heat dice. Rose holds off Hallwood and Palm

was created by the replacement of the original oil system by that used on the F1 car, ie mounting the tank and cooler on the wing stay and gearbox. However one big problem that came to light was that of bottoming. With very heavy springs (300 lbs) on the rear and the ride height at five inches the car was wearing through the skid under the engine and then scraping away the monocoque probably due to chassis bending. The rather heavy engine also seems to be well down on power but with the new large Goodyear tyres and all Ronnie's bravery he got down to a respectable 13.5 s right at the end of practice being delighted with the handling.

Tim Schenken was back in the Motul Rondel team driving Jean Pierre Jaussaud's Mantorp car with Racing Services power and got down to 13.6 s which, following the car's good showing at Mantorp, was a little disappointing. Schenken was plagued on a couple of occasions with an air lock in the fuel system which restricted quick lappery. He also thought that the combination of the new Goodyear rear tyres and the old fronts was not ideal as the fronts just did not have enough grip. Incidentally the Rondel team was at its smallest for a long time with just three mechanics and Richie Bray as team manager being present with the three cars. Reine Wisell, perhaps a little incensed at recent criticism looked to be set for a good showing when he was fastest in the wet session with the Pierre Robert GRD FVD 273. However distributor trouble in the final practice kept his times down to 13.7 s. Once again Reine tried to hire a works March BMW in the days prior to the meeting. March in fact agreed to run the car but Wisell failed to make the phone call to England to confirm the deal as had been arranged so it was called off. This upset Pierre Robert team manager Picko Troberg as he had arranged for Hakan Dalqvist to drive Wisell's GRD and it was only just before the first practice session that he heard that Wisell had not got a March and would drive the GRD. Also on 1 m 13.7 s was Hiroshi Kazato, who was back in his BDG powered Team Nippon GRD as there were no fresh Schnitzer-BMW engines available. He was quite happy with his performance finding the new Firestone tyres a great improvement. Tom Pryce was out again in the works run Titan Properties Motul-FVD M1 but after getting down to 13.8 s very early on the engine screamed out for more ventilation and a neat hole appeared in the side of the block. A Race Engine Services alloy BDA was fitted in time for the heat. Swiss heli-climber Roland Salomon had a fresh engine for his March-BMW and turned in a fairly respectable 14.0 s which was equaled by Sten Gunnarsson and Jacques Coulon.

Gunnarsson in the second Pierre Robert GRD suffered another engine failure (the 16th this year, sighed Picko Troberg) with his Sports cars of Stockholm BDA and had it replaced with a Racing Services alloy BDA. Coulon too was in engine trouble. He was consistently over revving it by some 2000 rpm at times and when the valve gear started to clatter he was stopped, his 14.0 s having been recorded on Friday afternoon. Jo Vonanthen had a real screamer of a BDG in his GRD which put most people to shame down the straights and although he looked fairly rapid in the corners his 14.3 s bears out that he wasn't really. Brett Lunger was back on the F2 scene with his semi-works Chevron 825 still using the Smith updated Hart BDA which has not served him particularly well this year. He also wasted much of the final session trying the new high profile Goodyears before switching back just before the end and getting a 14.4 s. Silvio Moser equalled this in his Surtees BGD TS10 15 which as usual was in constant engine trouble. Brendan McInerney had a Swindon Racing Engines rebuilt BDG in his GRS International GRD and did 16.0 s.

The most unfortunate driver was Bob Wollek who, while doing his second lap in the final session, suddenly found flames coming into the cockpit from round his legs. He quickly spun the Motul BDG onto the grass and clambered out as the flames started to get bigger. The internal fire-extinguisher got rid of most of the fire while marshals were quickly onto the scene with extinguishers although the actual fire tender based in the pits was pathetically slow. Luckily Bob escaped with just singed eyebrows although the car was in a sorry state and irreparable for the heat or final.

With people changing engines and the organisers wanting to split the graded drivers up so that there were two in each heat the actual grid make up did not make much sense for the two 36 lap heats on Saturday afternoon. Most people felt that the heats were unnecessary anyway as the circuit could start 26 and there were only a total 22 entries, which would mean 11 cars in each heat and that all of them providing they came to no harm, could start the final. The organisers did not want to know about any changes though.

HEAT 1

Of the 10 cars scheduled to start the first heat only nine actually made it. For the

Sutcliffe Pryce Wardell Coulon McInerney	Gunnarsson Gubelmann Wardell Salomon Lunger
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Non-starter

second meeting in succession in his homeland Wisell failed to take the grid because an engine change was not completed in time.

From the start of the first of the two 36 lap heats run on Saturday afternoon it was Jean Pierre Jarier and nobody was ever going to stop it being otherwise. Sutcliffe made a rather tardy start and by the time he got into the groove Peterson had made sure that there was no room for three abreast round the first corner. Thus the Midford March had to wait for Coulon and Gubelmann to go through before it was able to get going properly. Kazato, Salamon, McInerney and Lunger completed the field.

As Jarier steamed off into the distance Coulon started to make life difficult for Peterson. On the third lap they both arrived at the hairpin behind the pits solidly locked up, but Ronnie managed to keep his advantage. Next time round though Coulon just steamed past on the straight up to the high-banked Ford Curve and although Peterson took the Texaco Star round the outside of the banking Coulon had got the place firmly. For two laps he consolidated it before retiring to the pits to save the engine for the final.

By this time Jarier was almost out of sight of Peterson and for the rest of the race they just reeled off the laps rather monotonously and not very quickly. Jarier's best, and fastest of the race, was 1 m 13.3 s on lap seven which gave him no confidence for the final and prompted a change back to the lower profile tyres. Peterson however was quite satisfied with the Texaco Lotus and the mechanics even more so when they removed the pump and found that the engine was still in excellent working order.

After Coulon's retirement the interest of the race lay in the battle for third spot between Gubelmann, Sutcliffe, Kazato and Salamon as Lunger and McInerney brought up the rear.

Gubelmann was fighting hard to keep Sutcliffe at bay, his main advantage being superior power down the straight as he appeared to be holding the newcomer up round the corners. On lap 10 however Gubelmann's right arm began to tire with all the gearchanging and Andy shot through going into the hairpin behind the pits. The Midford March then pulled away rapidly and for the final 26 laps made its excellent debut third place safe. Towards the end the engine began to get very hot and an almost exhausted Sutcliffe dropped the revs down to 7000 in order to keep it going to the end.

Kazato and Salamon then challenged Gubelmann but on lap 13 the Japanese driver tried a little too hard to outbrake the March BMW into the Ford Curve and his GRD locked up and went straight on into the Armco doing little more than damage the umpteenth nose cone of the year. Kazato drove back to the pits for a new nose and continued four laps in arrears. Just one lap later McInerney was back-flagged for a loose overflow pipe and lost a couple of laps having ignored the flag once.

Lunger caught the Salamon-Gubelmann dice on lap 15. Salamon passed the Atlantic champion next time round while Lunger's attempts to do the same thing came to naught when Gubelmann gave him the big chop at the end of the pit straight and the Chevron spun. Lunger did not lose his place but dropped well back before the oil pressure started to drop on lap 23 and he switched off and retired. This let Kazato up to sixth and he was the final finisher after McInerney had a driveshaft break which broke a top link and severed an oil line setting the car alight which required a hefty dose of extinguishant from the pit marshals.

HEAT 2

Wollek, of course, failed to make the grid for heat two while Wisell again did not make it.

Pole position man Gethin made no mistake at the start of this heat but Hailwood got a mighty surprise as Roos, from the third row, outbraked him into the first corner while Mike's team-mate tried to do much the same thing. Vandervell was next up with Schenken,

Hailwood	Gethin
Vandervell	Palm
Sutcliffe	Ross
Lunger	Pryce
McInerney	Vonlanthen
Wisell	

Gunnarsson, Pryce, Moser and Vonlanthen bringing up the rear.

Gethin made his break early and by lap two had a nice lead from the DART GRD of Roos which had Hailwood and Palm trying to get by on both sides. All this had upset Hailwood and Gethin's plans for a nice four round at the front leaving the youngsters to sweat it out. It was Roos who was the hero though. His GRD undoubtedly had the edge over the similar Hart-powered Surtees down the straight and with some clever sideways cornering he made it impossible for Hailwood to go either inside or out round any of the tight bends. Palm just sat on Hailwood's tail rearing a bit and waiting for what looked like an inevitable nudge. The nudge never came but it took some rapid and brave on-the-limit stunts for Hailwood to finally get past the GRD just before the braking area for the pits hairpin on lap 18. Roos refused to give up immediately and had a sniff again at the outside of the hairpin but there was no way. Hailwood soon settled into his proper lines and speed around the corners and pulled away although he had no chance of catching Gethin who was a good 10 s in front. Palm took over from his team-mate in trying to put his fellow Swede down but no matter how hard he tried the SuperVee king just held on. For Roos, however, it was not to be his lucky day. On the penultimate lap going into the Ford Curve, Roos took his usual high entry to the banked curve as Palm dived inside, the two came out side by side (something that had happened on many previous occasions). Roos, as before, started to pull away slightly as they set off down the straight but suddenly his gearbox fell off and the advantage that these unsightly things give became apparent immediately. Palm then had the greater pulling power on the straight and eased his way ahead and led into the pits hairpin. Round the twisty bits Roos could keep up but once on the straights he lost out and at the flag fall he was 0.8 s down. Nevertheless a very encouraging performance from both the local drivers.

Vandervell held fourth throughout with no pressure from anywhere. He was unable to make any efforts to catch the men in front as his already reluctant engine was running with both the oil and water temperatures off the clock due, it was thought originally, to a leaking radiator. Schenken was running steadily in fifth place in the first half of the race doing nothing spectacular until he overshot his braking point at the hairpin behind the pits

and disappeared into the swamp. He splashed about in the mud for a while before rejoining with a bent nose and muddy car, losing only a place to Gunnarsson. The Swede kept his advantage to the end so Schenken was seventh with a slowly deflating tyre. Pryce in the other Motul was eighth and the final finisher, a lap down with a very down on power RES engine and a tyre which had been almost completely flat for most of the race; it was to his credit that he kept it on the road.

Of the other starters Moser retired on lap 10 in order to save his engine while Vonlanthen went seven laps later with a broken driveshaft.

FINAL

Sunday was very hot and all those who had competed in the heats came out onto the grid in front of some 25,000 people. Palm, Sutcliffe, Lunger and finally Wisell all had fresh engines, Lunger's being Gethin's first practice engine and Watson's Mantorp Hart mid. Both Coulon and Vandervell, whose contracts with March stipulate a spare, again did not have one and had to make do with what they had.

The grid lined up as follows:

Jarier	Gethin
Palm	McInerney
Vandervell	Ross
Sutcliffe	Peterson
Lunger	Salamon
Gubelmann	Schenken
Pryce	Palm
Lunger	Gethin
McInerney	Vonlanthen
Wisell	Moser

The second heat was much quicker than the first which explains why Peterson and Sutcliffe feature so far down the list.

After the heat showing nobody in the March camp was too happy about Jarier's chances and a long-faced Ray Wardell announced that they were taking a gamble and reverting to the small profile tyres and praying that the settings were okay. After the two warming-up laps there were some frantic anti-roll re-adjustments by those mechanics who were brave enough to watch their star try to retain his winning streak and equal Ronnie Peterson's 1971 six wins in a year. Robin Herd, however, could not face the prospect and left before the start.

The commentators were being very critical of Wisell who spluttered round one warm-up lap before going into the pits. Some frenzied but useless work by the mechanics enabled him to take up station at the back of the grid from where, at the flag fall, he proceeded to go 100 yards and retire.

It was the superior torque of the BMW engine which enabled Jarier to make the best

Peterson's Texaco Star had its best race to date finishing fifth





Andy Sutcliffe made an impressive debut with the Milford March-BMW.

start and he led into the first corner with, not Gethin but Torsten Palm on his tail, the Chevron being third. Gunnarsson was being brave and trying to outbrake the lot of them which gave him fourth briefly from Vandervell but his sideways antics delayed Hallwood and Sutcliffe somewhat.

Gunnarsson's circus act at the corners all round the first lap allowed the leading trio to pull away from Vandervell who luckily was able to pull away from the Swede on the pit straight at the end of the first lap. Lucky because this time Gunnarsson spun his GRD at the end of the straight and virtually blocked the road. Hallwood and Sutcliffe were right behind, Sutcliffe lost a little ground but Hallwood stopped completely and was rammed from behind by Peterson. The Lotus nose was crumpled and he suffered a rear tyre who punctured but got away before Hallwood who also had a slow puncture. Nevertheless the two graded aces did not bother to stop in the pits but started to climb back up the field, Hallwood from last position.

It seemed that this spit in the mud field would take a lot of interest out of the race but it turned out to be the race of the season for the lead.

In the first four laps Jarier pulled out about 3s on Palm while Gethin was a little farther behind Palm with Vandervell making a slight impression. What did not come to light until afterwards was the fact that the Ford-engined cars had been using vast quantities of fuel at the circuit (consumption was something like 8 mpg) and in the early laps they had a severe weight penalty which made both cars understeer too much. However, Jarier received a big blow after half a dozen laps or so when the b b on the nose started to break off reducing the downthrust considerably and giving him all sorts of trouble especially under braking.

Palm started to edge closer from lap six to 10 when he got to within a second of the March. On lap 14 he was definitely looking for a way past and at the same time Gethin moved noticeably closer but it took until lap 30 for the three to be really nose to tail. Up to this point Jarier had been locking brakes furiously into the slow corners as the tyres refused to bite but seemed to have the measure of Palm's challenge. However, when it came a three-car, nose to tail, side by side dice with 18 laps to go, few people would have given Jarier a chance of winning or even staying on the road. Palm, whose driving was heroic, made his one and only mistake on lap 32 when he missed a gear going into the Ford Curve and Gethin seized the opportunity of going through Jarier's chances looked slimmer than ever but he rose to the occasion. He knew what were his advantages and his disadvantages and put into action a plan centred around this. His big advantage was the power of the BMW engine out of the corner and down the straight where he was able to make up about 20 yards. His disadvantage was mainly the lack of down force and grip on the front tyres which meant braking very early and locking up hard three or four times into the slow corners. Gethin was powerless

to do anything about the speed down the straight, his only chance was being able to brake late enough to catch Jarier before he had sorted himself out and started to re-apply the power. On almost every lap Jarier was able to just pull out enough on the straights to give himself time to apply the brakes, release, lock up, release, re-apply, lock-up, release re-apply lock-up and then accelerate again. Even in this time Gethin was able to get the Chevron's nose level with Jarier's cockpit but always on the outside. While doing all his braking Jarier eased the car to the inside of every bend keeping it on very tight. Then as Gethin appeared round the outside where there was very little room anyway he would floor the throttle and let the tail hang out and squeeze Gethin out. It was great driving and fascinating racing especially with Palm trying to outdo both of them.

They had some trouble with back markers which occasionally would spoil the spectacle and eventually put paid to Palm's chances. But Gethin, whose lap times increased by over a second when he caught the Frenchman just could not figure out a way past the impudent but brilliant Jarier, how he must have longed for a fraction more torque from his engine. But it was not to be his day and Jarier crossed the line first, for the sixth time this year, by 0.2 s to take maximum points for the seventh time in seven finishes as Gethin opened his account for the year. Palm's third place was hardly just reward for his hard and determined driving, the 2.3 s gap from Gethin being created by wayward back markers. It may also be his last ever race which on his showing in the three F2 outings this year will be a great shame.

Vandervell held fourth place right until the penultimate lap when he was black flagged for dropping oil. In the first 10 laps he started to make an impression on Gethin but then the temperatures went off the clock again and he lost touch once more. From about half distance great puffs of smoke appeared from the exhaust pipes round the corners, 10 laps from the end the trail became regular and the car slower letting fifth man Schenken close a little. The oil flag went out three laps from the end and the organisers black flagged Vandervell with just one lap to go. Although he could, and many thought he should, have ignored the flag, Colin came in saying that however much he hated the engine he just could not drive it until it seized solid which it would surely have done had he tried to complete the final tour. However, he only lost three places and was classified seventh. Two of the lucky recipients were graded so, in effect, he only lost one point, although his mutterings about quitting F2 there and then makes it rather academic.

Schenken took over his fourth place having driven steadily after getting past Gubelmann early on. He reeled in Coulon, whose engine, having been buzzed round the rev counter 80 many times, was not surprisingly lacking in power and overtook the Frenchman on lap 23 into the Ford Curve and then continued to pull away and stroll to the finish.

Peterson took fifth after a rapid drive

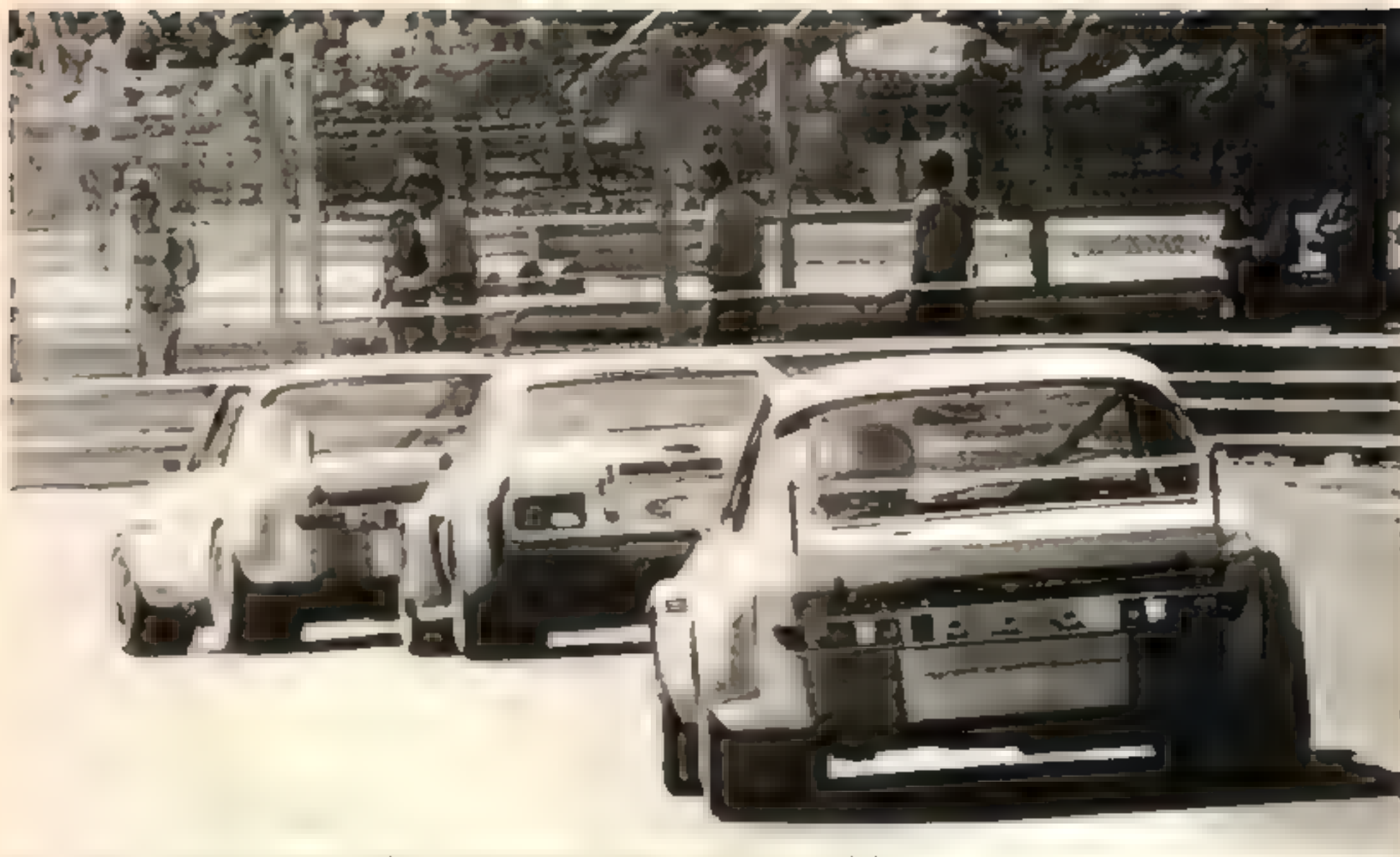
through the field with a punctured tyre which was running on the rim as the car was hurled through the corners. Ronnie saying that it made little difference to the handling which he thought was good. Once again the engine held together—now it seems like it's just a matter of finding some horsepower. When Ronnie was chasing Coulon, Hallwood caught them both after his typically gritty drive from right at the back of the field. Mike, in fact, got past Ronnie and was just about to go Coulon when a valve spring broke and he retired, whereupon a very soft tyre was also discovered. It took Peterson a further seven laps, from lap 36 to 43, to get past Coulon and then opened up nearly 10 s in the remaining five tours.

Gubelmann took the final championship point with eighth overall, a lap down, just 0.2 s in front of a flat-waving Langer who had driven determinedly. He was running the well used Hart engine with an oil cooler (Gethin did not have one) which kept the temperature rather low and, according to Brett, this affected the power output. Roos and Salamon had been right with these two in a tight four-car bunch but the GRD slowed in the final 10 laps with a lack of power, certainly not determination, and finished 10th some way back while Salamon lost 12 laps with engine trouble which eventually stranded him on the circuit. Kazato, too, had been with this four-some early on before dropping back with power problems and finally ended with another broken GRD drivetrain on the penultimate lap but he was classified 11th ahead of Moser who dug out of a swamp which he spun into on lap 30. Moser's nose then fell off and he finally finished four laps behind. Gunnarsson, after his early cabaret started to climb back up the field sensibly before pitting to have the clutch adjusted on lap 12. When he returned his speed was impressive but he was unable to make any impression on the race and was seven laps down in 12th place ahead of the unlucky Hallwood.

Of the others, first to go was Pryce on lap 10 when placed 11th. His engine was so bad that he was really struggling in his uncharacteristically low position and in the end he just overdid it in the final series of right-handers and spun off, finally retiring with sticking throttle slides.

Sutcliffe had little luck in his first major F2 outing. After being delayed by Gunnarsson on the first lap he quickly moved up to eighth before the temperatures on his new engine began to soar and he slowed right up and eventually quit on lap 12 with a suspected blown head gasket; his practice performance suggested that he will feature strongly in the remaining races however. McInerney had a very lucky escape when the brakes failed at the end of the long pit straight on lap 18. He went very hard into the Armco and totally destroyed the GRD although he was lucky to escape with little more than a grazed arm. Vonlanthen had big problems with an O-ring in the metering unit and spluttered around occasionally stopping for new bits cannibalised from retired cars to be fitted in an attempt to cure his malady and was 12 laps down at the end.

Karlshagen F2	
European F2 Championship, supplementary round	
Karlshagen, Sweden, August 12. Final 40 laps.	
1	Joao Pedro Jarier (Milford-BMW) 7:25, 34 m 14.4 s
2	Joao Pedro Jarier (Milford-BMW) 7:25, 34 m 14.4 s
3	T. van der Horst (Mazda) 7:35, 35 m 14.6 s
4	T. van der Horst (Mazda) 7:35, 35 m 14.6 s
5	R. A. Peterson (Mazda) 7:40, 36 m 14.8 s
6	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
7	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
8	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
9	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
10	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
11	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
12	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
13	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
14	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
15	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
16	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
17	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
18	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
19	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
20	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
21	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
22	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
23	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
24	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
25	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
26	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
27	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
28	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
29	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
30	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
31	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
32	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
33	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
34	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
35	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
36	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
37	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
38	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
39	T. van der Horst (Mazda) 7:40, 36 m 14.8 s
40	T. van der Horst (Mazda) 7:40, 36 m 14.8 s



Early dice for the lead Hans Stuck's BMW leads Jochen Mass (Capri) and Hezemans' BMW

ZANDVOORT

Three in a row for BMW

By RICHARD FEAST Photos by PHIPPS PHOTOGRAPHIC

The works BMWs made it a hat-trick of European Touring Car Championship wins when Toine Hezemans and Dieter Quester took last Sunday's Zandvoort 4-hr race. Brian Muir, partnered by James Hunt, were second with their Alpina BMW only a lap down, and a stirring performance for third after early delays gave John Fitzpatrick and Gerard Larrousse third in their works Capri. Ford did at least take the 2-litre division, thanks to Hans Heyer and Manfred Mohr, but all of their opposition encountered mechanical troubles. Indeed, it was a generally unhappy scrappy race for many people. Both Ford and BMW had a car apiece retire, and Henri Pescarolo slid off in the Schnitzer BMW while in second place barely 20 min from the finish.

ENTRY

The Germans reoccupied one small corner of Holland last weekend. While the beach at Zandvoort was crowded with Dutch and German holiday-makers, the sun-baked, wind-blown race track just north of the town played host to the German touring car circus. BMW of Munich, backed by Alpina and Schnitzer, and Ford of Cologne were the performers in the sixth round of the European Touring Car Championship.

With the eyes of the motor sporting world on the track where a Formula 1 driver needlessly died two weeks before, Nürburgring's half-dozen high speed fire and rescue vehicles, led by Herbert Lange's Carrera, were brought in to satisfy the letter of the CSI law (What would happen, some was suggested, if it rained. They would need a clubmen's car after Thruxton!) The sheriffs sworn in just for this occasion were the team manager of the main contenders. They saw what was on hand during first practice and approved. The race was probably never in doubt, but after the Dutch GP the NAV had to do the right thing. And be seen to do the right thing.

All professional motor racing is an entertainment, in which the sport has been lost in an advertising, marketing and sales mist. None more so than international Group 2 rac-

ing. No matter, though, for there at one end of the paddock were three huge (Mercedes-Benz) transporters that disgorged works BMW CSLs for Chris Amon, Hans Stuck, Jnr and Toine Hezemans, Dieter Quester. Little was changed except for the use of 3.5-litre engines for this sprint of only 4 hr.

At a discreet distance was the pair of immaculate factory Ford Capri RSs. Last year's all-powerful winners, deprived of their stardom by the foresight—some would say chicanery that will finish in financial disaster—by their main opponents. It certainly wasn't for want of trying by Ford works drivers Jochen Mass, Dieter Griesmer and John Fitzpatrick, Gerard Larrousse. The big top, for Ford, really fell when BMW homologated those aerodynamic aids which are as far removed from any touring car that you and I know as are the slicks on which they race.

Tyres—for many people that was the Zandvoort problem. The recently laid track surface—controversial in itself after the cancellation of the F5000 championship round, allegedly to save the F1 race—is very abrasive. The hard-worked tyres were beginning to overheat badly in practice, though Dunlop seemed quite happy, having elected to provide a harder compound for their customers, notably Ford and BMW. But there were others queuing for Dunlops as practice progressed, among them Firestone runners Schnitzer and Auto-

deta. The Italians' transporter was also chock-a-block with Goodyears. Dunlop did what they could in practice but had only sufficient quantities of the harder rubber for their regulars.

Of the other Capris entered, there were cars for Hans Akersloot, Klaus Frittinger and Spaniards Jaime Mesa, Alberto Ruiz-Gomez. BMWs were slightly more numerous, five to four in fact. But it wasn't just the numerical odds which favoured BMW. Historically and in known driver qualities, the odds were even greater.

Team Schnitzer/Motul had a single 3.5 litre CSL for Henri Pescarolo, Harald Ertl, and there was a couple of Jägermeister entered CSLs of 3.3 litres for Brian Muir, James Hunt and Swiss Walter Brun. Cox Kocher, Muir's car was the familiar Malcolm Garrian Dealer Team BMW one which James Hunt was driving for the first time (His one other race is at Ricard.) A 3.5 litre engine was tried in practice, but gave heap big overheating problems, and the team were back to just one engine, their ex Spa and test 3.3 which at one point in practice was over-revved by Hunt who was having difficulty with the gearbox.

Completing the over 2000 cc division were two Group 1 Opel Commodore GS Es for Team Marlboro men Robb Vermeulen, Fred Frankenhout and René Tricot, Patrick Nève.

Good news in the up to 2 litre section was that Autodelta were back with their pale blue 16-valve Alfaetta for Rolf Stommelen, Carlo Facetti. It had allegedly changed little but has no doubt been given a rigorous test programme. Autodelta also had a couple of their old but amazingly quick (and reliable) GTAs for Hans Deen, Todor Zechin and Spartaco Dini, Walter Dona.

Toyota AG's drivers for their lone Celica 1600 were Herbert Müller, Jürg Dubler. They deputised for Freddy Kottusinsky (racing in Sweden) and Manfred Schurti, who was taken ill. The Swiss-based Japanese were aware that their relative lack of power would not necessarily put them among the top finishers on this occasion. After all, there was less time for all those complicated 16-valvers to break in this short race. This really is a test programme in racing. Next year there are likely to be two full 2 litre cars, and the team, who have 35 points in this year's championship, will do the remainder of the 1973 races.

Although the 1300 cc division no longer exists as far as the European Championship is concerned, NAV's decision to run such a section brought out an Alfa Romeo GTA, for Hariwig Bertrams Hans Hessel, which qualified. A whole variety of Simcas, Dats, Mini-Cooper Ss, Datsuns and Fiats also practised, but failed to reach the 1 m 58.2 s. Looking at the practice times, spectator Alec Poole regretted not having put one of those fast Datsun toddlers on a trailer!

Some idea of the measure of speed superiority enjoyed by the works BMWs was given in practice. There were three practice sessions, and in the second Stuck placed his car on pole with 1 m 35.2 s and Hezemans was along side half a second slower. They didn't even get to take part in the third, hour-long, session after Hezemans went off in Saturday morning's second session. Apparently something in the front suspension broke, or a tyre deflated, as had happened at Spa. Ach, so! Ze cars were withdrawn from the remainder of practice for a thorough overhaul, and to see just how much sand Hezeman's engine had ingested.

In the second session Pescarolo took his Schnitzer car round in 1 m 37.1 s using Firestones. The team haggled for and got some Dunlops for the final session, but misfortune struck when the Frenchman had done only a handful of laps and a drive-shaft broke. On race morning the car appeared and ran on Dunlops, apparently obtained from the team's headquarters in Germany overnight.

Akersloot put his Capri on the fifth row (1 m 39.1 s), with the Swiss-entered Alpina of Brun/Cochet (1 m 40.0 s) alongside. Then came the quickest of the 2-litre section, the Zakspeed Escort in 1 m 40.2 s. That just pipped the Hansons, whose Broadspeed 2-litre was plagued with fuel surge problems. While mechanics worked on the car, re-routing fuel lines and fitting a bigger swirl pot, the team watched their previous best 2-litre time (1 m 40.9 s by Peter) being usurped by Hoyer, who was unknowingly given a low by a works Capri.

Next best were Autodeltas, not with the Alfetta, but Dona with i m 414 s in the

The pretty little Alfetta went round and round, but still could not better 13th place, a 1 m 42.3 s by Facetti. Since Sweden it had received bigger brakes and an improved clutch. The chassis, reported Stommelen, was magnificent, but the 255 bhp wet sump engine was handicapped by oil surge problems on the twists of Zandvoort. Like all Autodelta cars it had Firestones for the race.

Of the other likely 2-litre contenders, Berg's Escort had gearbox trouble, and that was being feverishly worked on by the mechanics. Muller went off in the Toyota, which curtailed their practice. "I had a spin which lasted three minutes," joked Herbie afterwards. The 1600 cc engine, which gives around 177 bhp on Solex carburettors, was changed because of the sand threat, but the team were quietly confident over their progress.

The only 1300 cc car which qualified—and not even last—was the Conrero Alfa of Germans Bertrams Hessel. So too did the silent Commodores, one of which (Tricot's) won Saturday's Group 1 race. Several teams, notably BMW, Keopchen, Toyota and the Hansons, were keen on a Sunday morning unofficial session to see if their overnight modifications and repairs had worked. None was scheduled but it was eventually granted by the organisers.

By the time for the 3 pm start each pit had hurriedly erected overhead refueling systems in their pits following NaV's stipulation that NASCAR chums were forbidden. The works BMWs looked unimpressive on the front row, and all confidently expected them to dominate the race. But they had one Jochen Mass to contend

Struck again being chased hard by Munn with Hazemans close behind



Herrn Ans Juch
S BMW CSL
35 "

F Zwart K L Suede
= A. RS

Mur Mur
BMW CSL
47 "

B...
BMW SL
8 L

Hans n Hansen
F S Escal RS
4 "

V...
BMW
43 B

M... Ruz G monez
F S en RS
4 "

B... D...
F S Escal RS
45 "

M... D...
T... S L GT
47 "

V... en Kukimann
BMW
48 "

Wagne Verne
BMW 2000
1 "

e... de V...
M...
150 d

Bertram Hede
A P Romab u...
4 "

Ampen Stuck
BMW CSL
54

Pas:roid/em
BMW CSL
47 "

Kern n F...inger
F S L... RS
4 "

Hoy Mohr
F S Escal RS
47 "

O...
A Roma GTAM
4 "

Glorie en/Facat
A Roma A Felis
4 "

D... Zacc
A Roma GTAM
47 "

L...d M...
F S Escal RS
46 "

Hegle/Tiber
BMW 2000
15 "

Verhe en rankenhout
G Ops Commodore GS/E
32 B

T... N...
Commodore GB E
4 "

S... S...et
BMW 004
130 "

*N... starter

with. He was instructed by Ford to set a car-breaking pace for the BMWs, which would be heavier on tyres and brakes.

Stuck led on the opening lap from Mass and Hezemans. Pescarolo's silver car was fourth, followed by the Capri of Fitzpatrick, Mulr's CSI, and Fritzinger's Capri. That, indeed, was to be the general pattern throughout. The 2-litre section was led in ninth place by the ZakSpeed Escort, just behind the Spanish Capri. Heyer and Mohr were starting a first class race, even though two of their chief opponents were in mechanical trouble before the race was a lap old. Kelleners' 16-valver would not start on the grid, and went straight into the pits where it lost around 3½ laps having the battery changed. It was team-mate Menzel who eventually took the BMW out. Meanwhile, Berg's Escort lasted two erratic laps before succumbing to its practice gearbox problems.



The Fitzpatrick-Larrousse Capri on the limit on its way to third place

Even after five laps the leading trio were snapping through the back markers, who generally, thanks to the enforcement of the qualifying time, kept out of the way. Mass was doubling the width of his Capri and Hezemans or Stuck could do nothing to alter the situation. Pescarolo, Fitzpatrick and Muir kept a watching brief, but Fitzpatrick, having difficulty with second gear selection, was slipping back. Hoyer looked as though he would catch the Capri too, and his chances of victory in the 2 litre section took a turn for the better when it was realised that the Hanson Escort, then lying 10th overall and second in class, had not had its fuel surge problems cured. It was not until lap 13 that Peter Hanson began a never-ending series of pit stops with the same old problem. "We had so many stops that I lost count," reported Ralph Broad afterwards.

The pace that Mass was setting was unbelievable—something, surely, had to happen! Stuck and Hezemans had the German sandwiched on the 10th lap—the time the Alfa Romeo red with a broken gearbox or crown wheel and pinion—but it was obvious who was setting the pace. Pescarolo remained fourth, just ahead of Fitzpatrick's Capri. That was the one that was supposed to last but on lap 18 it made an unscheduled pit stop. The car was mis-firing and it took three and a half laps to trace the trouble—a broken plug electrode. It was eventually remedied, and the Capri set off on its pursuit of the leaders.

When Facetti retired the Alfa Romeo it had been lying 11th overall and third in class. Its more proven team-mates, the GTAs, were running as consistently as they always do, the Dini car being harried by Müller's Toyota and followed by the Deen Alfa.

The Mass, Stuck and Hezemans pace couldn't last—and didn't. After some 24 laps Hezemans' BMW slipped back to fourth. Pes-

carolo moved up as the Dutchman's tyres began to blister. They were still good for fourth place, however. Then on lap 28 it looked as if Ford's strategy had paid off. Trying to wrest the lead from Mass, Stuck went off at Tarzan. The car was undamaged, but he came into the pits for a check-over. That looked to be it, for Mass then had a huge lead over Pescarolo and Stuck, who had rejoined in third place. But it was not to be. A mere two laps later Mass was in the pits—a half shaft had broken. Ford were puzzled, for one had also broken in practice and the failure had never occurred in Capris before. The hare was out, but he had morally seen off the works BMWs.

Then, of course, there are the private BMW tuners! Pescarolo inherited the lead, followed by Hezemans, Muir and Stuck. That was the order after quarter distance (1 hr), with Fritzinger fifth, the Alpina of Brun Cocher sixth and the leading 2 litre, the Zakspeed Escort. That had a lap in hand over Dini's Alfa, which still had the Toyota up its chuff. But that too, wasn't to last, for on lap 40 the Japanese car slid into the pits with a blown head gasket.

Matters remained fairly established over the next half hour, although Neve went off with his G1 Commodore at Hunzberg. He visited the pits for a tyre change and check, managed to carry on and was, with co-driver Tricot, the final classified finisher. The leaders' pit stops were generally accomplished with little drama, so that the position at half distance remained much as before.

Pescarolo led from the works cars of Stuck and Quester. Fourth man Hunt, who had taken over from Muir for the middle stint, was a couple of laps down on the leader but had one lap in hand over Akersloot and Fitzpatrick, the Englishman having climbed remarkably well through the field to occupy sixth place after that early stop. He was about to

hand over to Larrousse, who did the remainder of the race. Cocher's CSL was seventh, and still at the head of the 2 litre division was the Hoyer-Mohr car. They had two laps on the Spaniards, Barrios Zapico, and a further lap on the GTAs. The other Spanish pairing, Mesia Ruiz-Gimenez, had slowly slipped down the field in their Capri, and finally out of it when on their 72nd lap they lost their 15th place. Mesia went off on the back of the track, without personal damage but with the Capri too badly damaged to continue.

But if Ertl's Schnitzer car led, it wasn't for want of trying by Stuck. The works car was well and truly catching Ertl, and as the 87th lap came up was right on its tail. But at the same time the stops were due, and in the pits Pescarolo and Amon could be seen putting on their crash helmets ready for the change. Stuck was in first. Everything seemed well and Amon got in. But the car was jacked up, helpers dived underneath, people flapped around, and still the car remained stationary. Meanwhile, Menzel had come and Pescarolo gone, so Schnitzer's lead was safe for the time being once more. The problem with the works car was lack of gears. It was eventually pushed away after Amon had done three more laps.

That, then, gave the Schnitzer team a lap in hand over Quester, two over the Muir-Hunt CSL, three over Akersloot-Fritzinger and four over Larrousse's Capri. The Brun Cocher car came next while in seventh was the Mohr Escort. While this was running faultlessly, their nearest challengers, the Spanish Broadspeed Escort, developed a clutch problem. The GTAs just kept going and going and the only other possible challenger was Kelleners-Menzel in the BMW. But apart from its electrical problem, that had had a left rear tyre deflate. It was then running well enough, although five laps down on the class leader. The Koepchen crew were rewarded, however, with second in class, and a deficit of only four laps at the end.

At the three-quarters mark Pescarolo still led, but had had his final scheduled stop. He had some 55 s over Quester, who then came in to hand over to Hezemans on the 100th lap. The Dutchman re-joined just ahead of Pescarolo, making in effect a whole lap to catch up in about an hour's racing. He set about it with a vengeance, pulling away at around 2 s a lap. It was all good stuff because Larrousse had got himself mixed up with that bunch too, having pulled up to fourth place. The Frenchman eventually unspooled himself chasing after third man Muir.

With around half an hour to go Hezemans' deficit was around 70 s, and all was set for a fabulous finish. But then on the 121st lap Pescarolo's BMW limped into the pits for fresh front tyres. He re-joined in second place, but only nine laps later went off in a cloud of sand. It was a sad moment for the Frenchman had driven magnificently. His tyres had been wearing unevenly due to a braking problem, and it is thought that Pescarolo's exit was caused by a brake failure.

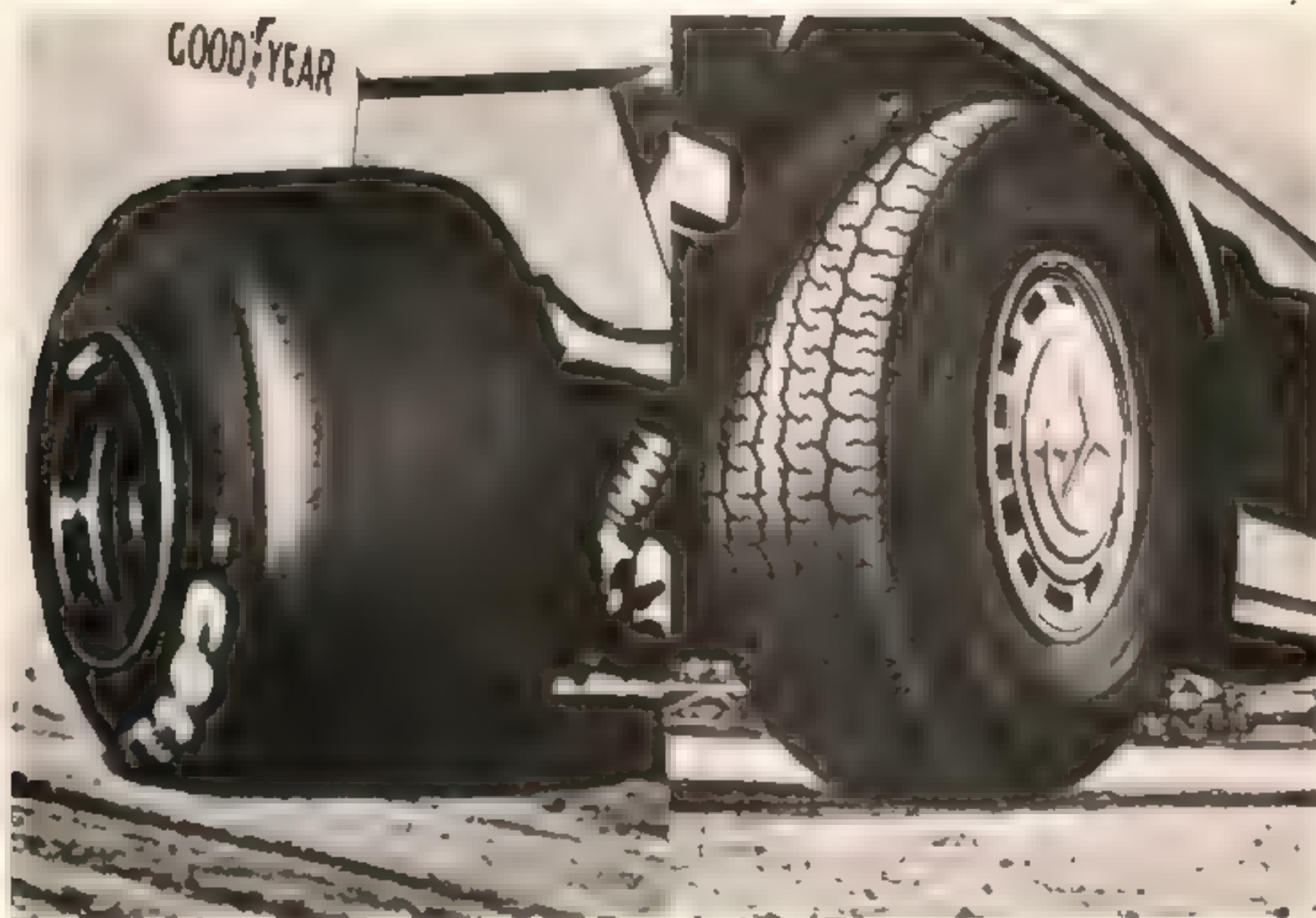
That left Hezemans with a handsome margin over Muir, who nursed his old faithful motor home to a splendid second overall, finishing just behind Hezemans on the road. Great praise should be reserved too for Larrousse and Fitzpatrick, who turned an early three and a half lap deficit into third place only two laps behind the winners. Fritzinger having done the majority of the driving, took his Capri into fourth.

James Hunt in the second-placed Alpina BMW. Hunt's first appearance in a BMW



Zandvoort Trophy 4-lr			
European Touring Car Championship, Round 6			
Zandvoort, August 12			
1st	Hezemans	Alfa Romeo	3.3 BMW CSL
2nd	Muir	Alfa Romeo	3.3 BMW CSL
3rd	Fitzpatrick	Ford Capri	RS
4th	Quester	Ford Capri	RS
5th	Werner	Alfa Romeo	3.3 BMW CSL
6th	Hoyer	Alfa Romeo	3.3 BMW CSL
7th	Menzel	Alfa Romeo	3.3 BMW CSL
8th	Deen	Alfa Romeo	3.3 BMW CSL
9th	Spaniards	Alfa Romeo	3.3 BMW CSL
10th	Menzel	Alfa Romeo	3.3 BMW CSL
11th	Ford Escort	Alfa Romeo	3.3 BMW CSL
12th	Ford Escort	Alfa Romeo	3.3 BMW CSL
13th	Ford Escort	Alfa Romeo	3.3 BMW CSL
14th	Ford Escort	Alfa Romeo	3.3 BMW CSL
15th	Ford Escort	Alfa Romeo	3.3 BMW CSL

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In a real laboratory, you can only test a tyre so far. It will still have to face pressures and situations that you haven't been able to predict. That's why a race which does provide unpredictable and intensive tests for any tyre, is an essential compliment to the laboratory. And that's why Goodyear are so heavily committed to racing.

It's on the race track that, in a way, we develop all our tyres, from racing tyres to saloon car tyres. As we improve our race tyres, so we find out new ideas for tyre constructions and tyre fabrics that can be used right across the board.

The enormous advantages of Polyester, for example, were confirmed on the race track. Polyester is so flexible. When we combined it into our steel-belted radial construction, we found we had eliminated the typical harsh ride, while retaining maximum strength. And so the unique Goodyear G800 Supersteel was born.

So the next time you read of a Goodyear racing victory, remember that it's all ultimately about your car tyres. And if you need new tyres, pay a visit to your local Goodyear dealer and take a look at the full range of Goodyear "winners."

GOODYEAR **TYREPOWER**

BMW and Finnish Saab — but not Lancia for RAC

We hear that BMW Motorsport will be coming with its two car team for the RAC Rally. The drivers will be Achim Warmbold, Jean Todt and Børn Waldegaard. X who will be driving for BMW on the Austrian Alpine early in September. The cars will be 16 valve Schnitzer powered 2002 Tis and this will be the first time that BMW have driven here officially though Warmbold did drive the RAC Rally in 1971 with Ron Crelan, in a 2002 Ti.

The Finnish Saab team of Scan-Auto will be pursuing their policy of sending one driver over every year and this year it looks like

being Tapio Rautio who was really hitting good form on the 2000 Lakes and is evidently very much at home now in the Saab after being Finnish Rally Champion last year in an Opel. Sime Lampinen if he is released by Lancia, who are definitely not coming, is very likely to drive a Saab though whether for Scan-Auto or the Swedish works team is not yet known.

Another Finn who was very keen to come for the RAC Rally was Markku Alen and though nothing is yet certain, there was talk of a deal being set up for him to drive a car other than a Volvo.

BMW drivers, Warmbold



and Waldegaard



Freighting problems

Tony Fall wants to drive his 240Z in the Southern Cross Rally in Australia at the beginning of October. At the moment he doesn't know if he and Mike Wood are going but to be on the safe side, he has already dispatched the car by boat so that there will be no last minute panic. The only thing he doesn't know is what will happen to the car if he doesn't go to the rally, perhaps it will become a sort of Flying Japanese with the sound of its horn to be always heard in the Roaring Forties.

There was a cautionary tale about sending cars to rallies concerning the Escort which Hannu Mikkola and Jim Porter drove on the Heatway Rally in New Zealand. It was Mikkola's ex-Safari car rebuilt in Nairobi and driven to Mombasa for shipping to New Zealand. When it was due to arrive, it hadn't so Ford teleaxed Mombasa to enquire how the car was and got the reply that it was ready for shipping any time they wanted! The problem then was to get it there in time so it was driven back to Nairobi,

flown to London and then flown to New Zealand. No guesses for how much that little lot cost but there must be someone in Mombasa who is living on bread and water.

Tight schedule for San Remo

Regulations are out now for San Remo Rally, World Rally Championship for makes October 10-13. The event will be run in two sections, the second stage being for the 60 best classified competitors from the first loop. There will be 25 stages on the first loop, the longest at 12.50 km. The second loop, however, leaving San Remo on the evening of October 12 contains longer stages with the 35.00 km Del Goula stage being run twice. In all, the second loop contains 12 stages totaling nearly 200 km.

● Mike Fisher and Dave Bardsley are being supported by Corgi Toys for whom Dave works, on events starting from September. They plan to compete on BTRDA Gold Star events, but include the RAC.

The championship leaders

The second class championship run by the FIA for the drivers seems to be a three-way struggle at the moment. The leading contenders appear to be Sandro Munari (Lancia Stratos and Fulvia), Sergio Barbasso (Fiat 124 Spyder) and Walter Rohrl (Opel Ascona). In the Czech Rally at the beginning of July Rohrl came out on top ahead of Munari's Fulvia with no Fiats in sight. Then in the Bulgarian event Barbasso won ahead of Lampinen's Lancia when Munari was unable to start at the last moment. And now two weekends ago, Rohrl defeated both of them in the Danube Rally held in Romania. Lancia were a bit upset as the rally did not really qualify with only 90 kilometres of stages and on the first of these Munari had a puncture in the Stratos and lost 3 m changing it. He set fastest time on the rest of the stages but was naturally unable to pull back so much in so little stage mileage and finished third behind Rohrl who won and Barbasso who was second.

Without a complete list of the results it is impossible to tell who is leading at the moment but it would seem to be Barbasso who has a possibility of 92 points while Munari has 71 and Rohrl 60 but some of these may have to be discounted and indeed the Germans think that Rohrl at present leads as he has the most outright wins. His next rally is certain to be the Baltic Rally at the end of August while both Munari and Barbasso will cut one another's throats on the San Martino di Casirizza in Italy on the same date. Then Munari plans to do the Tour de France in September with a Stratos and Lancia will probably run two cars there with the other one driven by team-mate Jean-Claude Andruet. Barbasso and Rohrl will meet in the Three Cities Rally in late September while Munari has opted to do the Cyprus Rally on the same date where he stands a good chance of an outright win with the Fulvia. After that there are four events left so we may see an exciting end to this championship in November.



Prototype rally car—Andruet's Ronde Cevenole car—fitted with a rear spoiler but without an air box

Stratos homologation — Mid '74

It now seems very unlikely that Lancia will make any great effort to have their Stratos homologated in time for the next Monte Carlo Rally but they do hope to have enough produced by the middle of next year. This means that if they are going to drive major

rallies next year they will be again using the Fulvia which seems to get continuous extensions to its life. Their main hope must be that studs will be limited by rally rules in the Monte Carlo and the Swedish which should give their front wheel drive Fulvia quite an advantage.

Egg Awards correction

Further to the news last week of the Eggs Authority rally Award Series the address for further information which was omitted, is The Registrar Eggs Rally Award Series, PO Box 37, Wey-

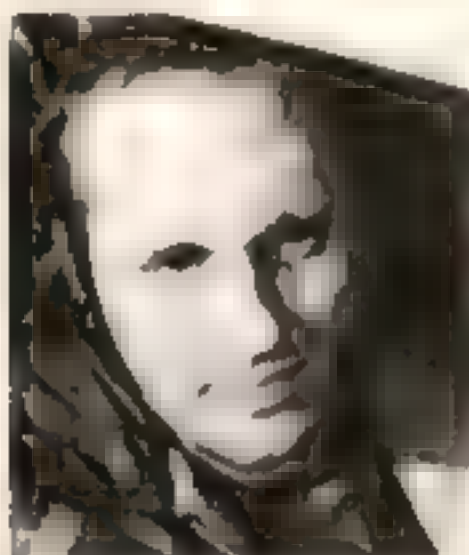
bridge, Surrey. Also requiring correction—competitors need not inform in advance which events they are entering. Once registered at least two weeks prior to the first event planned the competitor only has to supply his pacing in all subsequent rallies.

Special stage

The Gremlin

Round eight of the Castrol Mx road rally championship takes place this coming weekend with the Brecon Motor Club's Gremlin Rally. Start is at Gbbs Bros. Tredegar (154 143099) at 22.00 hrs. A spectator programme will be on sale at the start. Over maps 140 and 141, the fuel halt will be at Checkpoint Garage, Lampeter, and the finish venue is the Abernant Lake Hotel, Llanwrtydd Wells. Top entries: 1. Bob Jeffs David Taylor; 2. Harold Morley Peter Bryant; 3. Nigel Rockey Paul White; 4. Russell Brookes John Brown; 5. Rod Cooper Ian Cooper; 6. George Hill Keith Wood; 7. Dave Roderick Mike Woodward; 8. Frank Pierson/Colin Francis; 9. Ted Cowell Julian Chitty; 10. Alan Conley Martin Holmes; 11. Kevin V dean Peter Valentine; 12. Malcolm Patrick Neil Wilson; 13. Colin Maikin Derek Tucker; 14. John Backham Richard Harper; 15. Bob Bean Alan Greenwood.

Bob Jeffs—last year's winner



WCR route hitch

The organisers of the UDT World Cup Rally are finding the problems of route planning more complex than imagined and consequently the route details will not be known until the end of August. It was hoped to have this information ready last month. Regulations are timed to appear just prior to the Motor Show in October. Twenty-two enquiries have been received so far from Germany—which sounds suspiciously like two football teams!

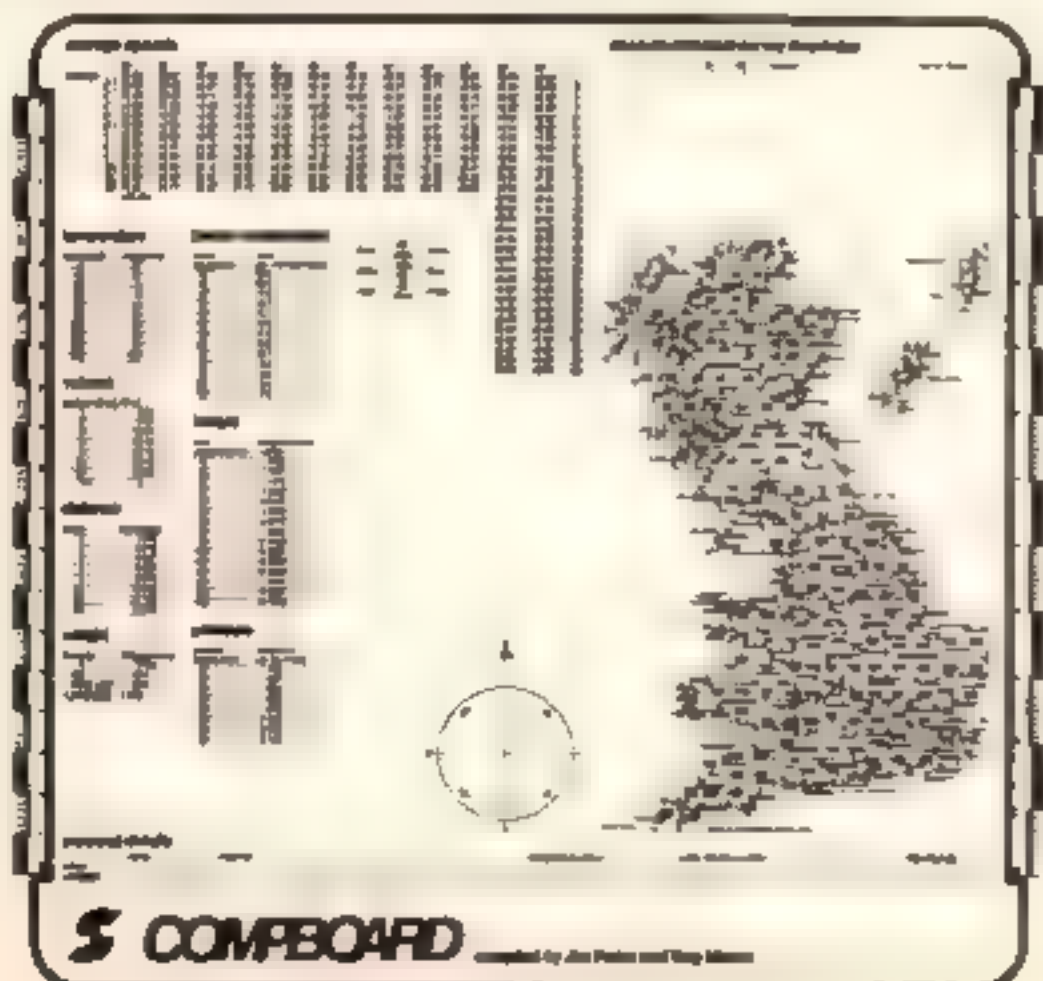
● Success for Vauxhall products in South Africa. Chevrolet dealer team driver, Jan Hattema, with Leon Joubert, has won the Dutch hams Championship Rally, previously known as the Moonlight Rally of 1000 kms length. Their V8 engine'd Firenze was ahead of team-mates Louis Cloete and Mike Hooper who finished second with a four door Viva.

● In his first outing with his new power boat, Uniflo, Roger Clark finished only three minutes behind the winner in the Needles race off the south coast last weekend.

John Davenport with Adrian Boyd for Manx Trophy

For the Manx Trophy Rally Adrian Boyd, Lombard and Ulster Escort RS, will be partnered by John Davenport. Their RS will be using a 2-litre David Wood steel engine with fuel injection.

New and necessary—a professionally produced navigators map board from FordSport at 80p for club members—90p everyone else. Made from at 17 but crushable paper board the surfaces wipe clean and both sides provide at an instant information—map nos, mileage, weights and measures, conversions etc. The "Compboard" has been designed jointly by Tony Mason and Jim Porter.



Datsun—reduced budget?

It is rumoured that Nissan Datsun, Japan, are reconsidering their competition involvements in international rallying. It has been heard that the factory might cease to build and prepare cars. Currently the Datsun entries in the Monte Carlo, East African and RAC rallies are with Japanese prepared cars. If the factory do decide to stop direct preparation involvement, it is likely that their

cars would continue to be entered in all major rallies with some sort of arrangement between the factory and the various overseas Datsun headquarters.

● Bath Motor Club have secured a premiere showing of the ITV screened 1000 Lakes film shown last Saturday afternoon. The venue is Rotork Controls Ltd Lower Weston, Bath Time 8 pm, Tuesday, August 21.

Marlboro to sponsor Arctic Circle Rally

Good news for the Tunturiralli, the Finnish winter Lapland event, which will be sponsored by Marlboro next year thus ensuring that this unique rally will continue its involvement. Marlboro's assistance is of no set cash amount, instead Phillip Morris will cover as necessary so the organisers can plan freely to produce the best possible rally. Preliminary advance regulations are available now and the event has been brought forward from its mid-February date to the end of January. This time no practicing will be allowed and the finish is scheduled for Saturday 2nd, in place of the usual Sunday finish.

This Arctic Circle Rally will be a counter for the European Drivers' Championship. Start will be on Thursday, January 31, with a rest halt on February 1. The no-practicing ruling should be attractive to overseas entries. Although the frozen lake stages have always been blind in the past, the greater proportion of stages—over closed (nearly) rural roads—have usually been driveable up to two weeks prior to the event, depending very much on the weather and snow ploughing schedule. As an event for private

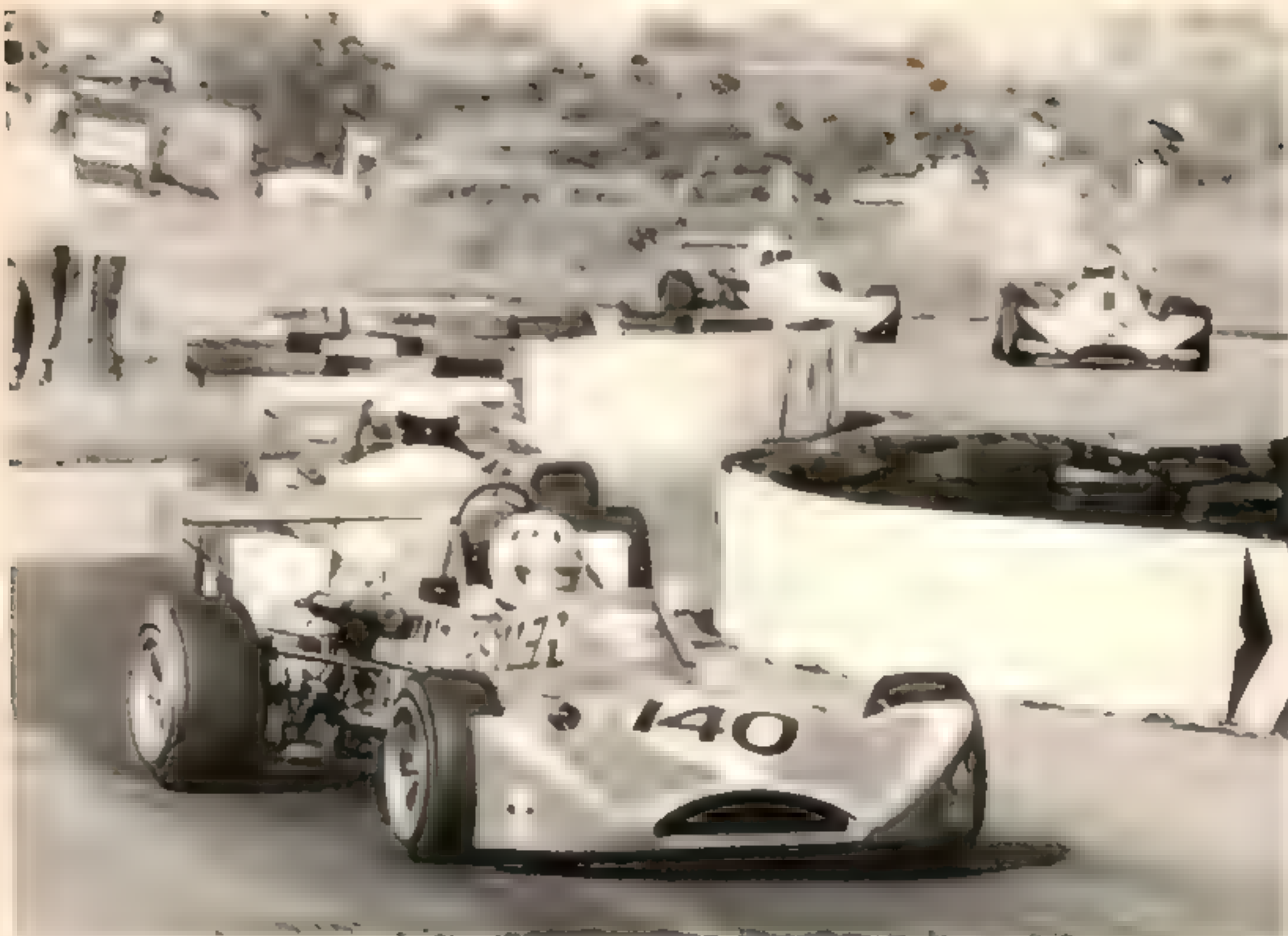
entries, especially from Britain, the Tunturiralli deserves much greater recognition for it is not an expensive event and it is relatively non-damaging. Perhaps the temperature and darkness is daunting to prospective British entries but, in reality, everything works in these temperatures and the last thing to worry about is the cold.

For information and advance regs write to: Matti Lammimäki, Pohjolan Auto Oy, Vapaudentie 5, 96100 Rovaniemi 10. There will be generous assistance for British entries.

● Another link between the East African Safari and the Tunturiralli will be a special East African Airways flight to the Safari. A bond was formed between Nairobi and Rovaniemi when gifts were exchanged between May-press Margaret Kenyatta of Nairobi and Mayor Tuure Sain of the Finnish rally town. The special "Safari plane" will start collecting rally spectators from Helsinki before visiting Copenhagen and London en-route. Radio Luxembourg and Radio Monte Carlo will be promoting the pilgrimage.

See how easy—the uncluttered snowy roads of Finland, even persuaded the Special Stage representative to try driving sideways.





Mike Wilds leads Ian Taylor during their struggle for F3 supremacy

CROFT

Wilds keeps out Taylor

By CHRIS MASON

Pictures by HADYN SPEDDING

The often unlucky Mike Wilds (Dempster Developments March-Holbay 733) won Sunday's Forward Trust F3 round at Croft and set a new Formula 3 lap record during a long struggle with Championship leader Ian Taylor (Baty March-Holbay 733). Although the F3s were much depleted, thanks to Thruxton, Oulton and poverty, the meeting was very successful with the BARC (Yorkshire-centre) doing extraordinarily well to cram practice and eight races between noon and 8.20 p.m. The Camaros again dominated in the Britax production saloon race, Richard Lloyd leading Stuart Graham this time. On a day when many records were broken Doug Niven (Celis Homes/Perdal Boss Escort) smashed the outright special saloon figures as he won the Wendy Woods Special Saloon qualifier with ease; but it was Johnnie Blades who won the BMW (GB) Man of the Meeting Award.

Sunny weather and a large crowd greeted the competitors for the first Formula Ford heat. Graham Guthbert put his new Van Diemen-Scholar AF73 on pole but he got away very slowly and retired a very sick car after a lap. It was Ted Payne with the Ansa Motors March 728 who seized the lead and for over two laps he held off the redoubtable Peter Harrington, who had started from the second row with the newly rebuilt Cougar and Ted Wentz (Catnic Elden PH108). Harrington had to work very hard to keep Wentz at bay but in the closing stages the Elden began to misfire badly and Wentz was re-passed by Payne who had driven one of his best races. Another good performance came from Alo Lawler (L&B Excavations Royale RP16) who rose to fourth at the end ahead of Keith Wilson's Jamun T2.

The second heat was faster if slightly less close with Pete Clark (Wgle Crosslé 25F) shaking off the early attentions of Roger Manning with the A.R. Call Elden who led briefly on the first lap. There was a fine tear-up for third place, however, which was settled at the Chicane on the last lap when John Bicht (Tri-

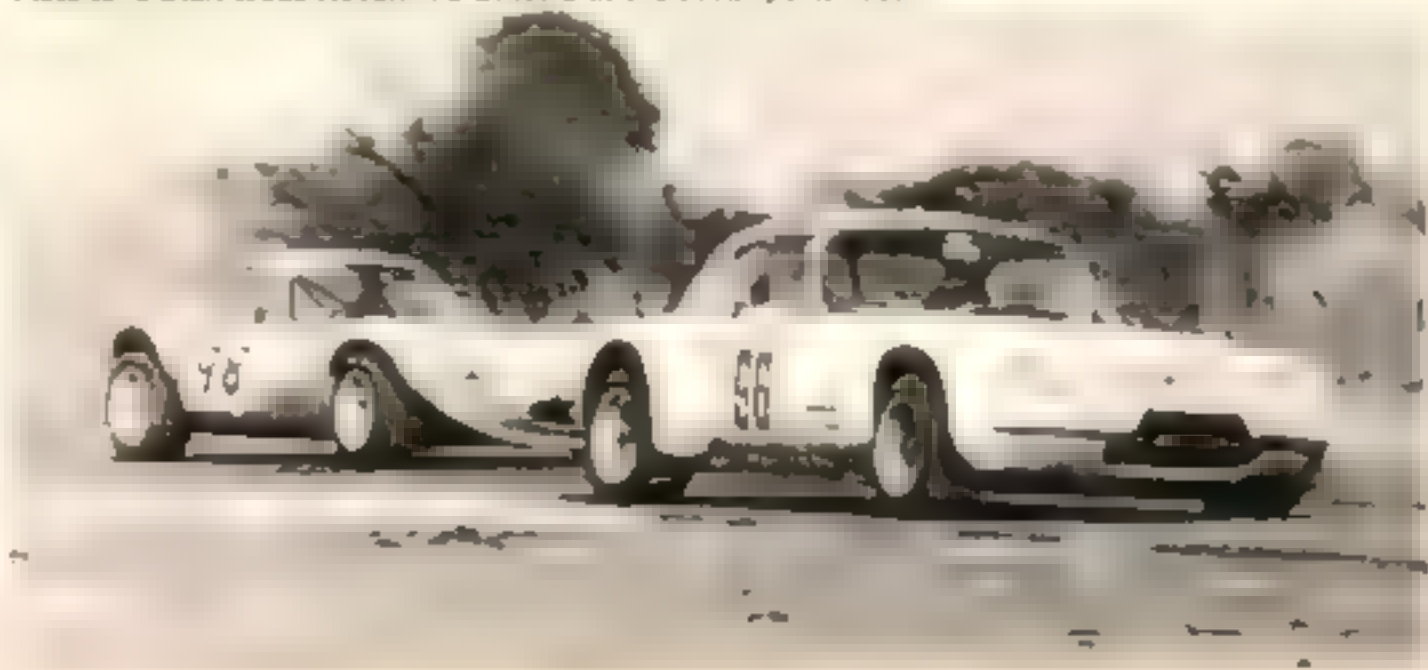
central Hawke DL10) lost the place by going off into the ditch. Thus Mick Starkey (Merlyn Mk 20A) snatched third from Bicht's team-

mate John Murray, John Kent's Royale RP16 and Phil Barak who was enjoying his first race with a new Sabre engine in the Peters Stores Special.

Unfortunately practice for the Britax Production Saloon event was probably more exciting than the race, particularly before Roger Bell stuffed Donald MacLeod's usual Aramis BMW 305i quite comprehensively at the Chicane to complete a very expensive weekend for BMW. Derrick Brunt was another practice casualty with the Marshall Wingfield Firenze, the car coming in laying an enormous smokescreen.

The race itself was dominated by the two Camaros with Richard Lloyd turning the tables from Oulton and always having the upper hand in the red AJ Rivers Simonix car on Stuart Graham, who had never raced at Croft before, and finished 3 1/2 in arrears in the immaculate Team Castrol version. Although the race was unexciting in that way, the big Z28s looked and sounded splendid (SMMT

Fletcher's Elan leads Absalom's Ginetta in the Mod sports race



please note ')

The Capri string filed in next with Gordon Spice (Wisharts Garage) taking up his accustomed place in front of John Brindley and Tony Shaw (FADS Homecare Centres). Bernard Unett and the remarkable Chrysler Dealer Team Hunter GLS led John Hume in the second Wisharts Capri all the way, and then the latter lost another minute for missing out the chicane on one lap. With no Firenzias in the race the Hunters had a field day, John Harris taking second in class with the other Chrysler Dealer Team car ahead of Nigel Stovin-Bradford (ShellSport), whose car sported a large dent in one front wing just where "Stovin" is printed in large letters! Ivan Dutton's Uniam Escort Sport was also in its accustomed position throughout but on this occasion had to share the new class lap record with Tony Charmell's rapid Simca Rallye 1. Another record to fall in this race was that of the Ex00 class where local ace Eric Horsfield hurried on in the Saira Motors Leicester Posthouse Moskvich despite being the only starter in this category.

Both the mod sports cars, competing for Northern Sports Cars (Scorton) points, and the MG T-Types acquitted themselves well but the over-large speed differential rather spoilt things. The fastest T-Types, it is true, were quicker than the mod sports tailenders, but the slower MGs were very out of place sharing the track with Messrs. Absalom and Fletcher. The latter pair put on a terrific battle, chopping and changing as they sought a way round the backmarkers. With two laps to go John Fletcher's Elan seemed to have opened up a decisive gap over John Absalom's Ginetta G4 but at the end it was the blue Ginetta that took the flag first. Bob Jarvis got the better of a three-car scrap for third place with the Auto Enthusiast Davrian narrowly defeating Tony Williams (Team Ziebart Sprinter) and Johnnie Blades (Clan Crusader). Guy Beddington finished sixth in the V12 Jaguar E, just ahead of Jim Adamson's Steve Leech Plant Hira Ginetta G4. The T-Types also fought hard amongst themselves, and it was Dave Clewley who came out on top ahead of Gerry Brown after Nick Taylor's TB quit the fray on lap three.

After Richard Roberts had put the Myson March 733 over the bank at Ozo in practice there were just eight F3s left to contest the Forward Trust race. Oulton winner Mo Harness had the Modus car on pole after a 1 m 07.8 s which compares with the two-year-old F3 record of 1 m 10.8 s. Just 0.6 s slower were Tony Brise (Kent Messenger) and Mike Wilds (Dempster Developments). Then there was a one-second gap to Ian Taylor (Baty Group) and a further second to Derek Lawrence with the Ehrlich. Last of the really competitive runners was Tony Rouff's GRD 373 while the field was completed by



Richard Lloyd had the edge over Stuart Graham on Sunday in their Camaro battle

Malcolm Bohm's Lotus 69 and Geoff Lambert's Brabham BT36.

At the start Ian Taylor made a superb start from the second row and snatched the lead from Wilds, Brise, Harness, Rouff and Lawrence. Brise and Harness changed places a couple of times but it was not until lap four that the four Marches pulled out a slight lead over the other two fast men. Wilds was challenging very hard indeed and there was a somewhat crowded moment going into Tower on lap five, but it was on lap six that the red Dempster car found a way past the white Baty version. At the finish of the 15 laps, Wilds won by a second from Taylor. Brise passed Harness again on lap nine and just held the advantage to the end although the timekeepers could not separate them. Derek Lawrence drove the Ehrlich very well indeed and fought a race-long battle with Rouff, the latter taking fifth by a second too. A fiercely disputed race with, unusually for the F3s, no untoward incidents at all.

The way he blasted the Boss Escort away from the start, it looked as though Doug Niven was going record-breaking in the Wendy Woods event. As he left even Derek Huntley's Escort FVC far behind he did just that, knocking 1.2 s off Mick Hill's previous record. Eric Smith held a class-leading third in the Gordon Allen-engined Mini, but then he retired with overheating and the place and the class fell to Nick Wattier's Longman Mini. Next man up was the third class winner David Wragg, who had made up several places with his Mini-SCA, and who came in

ahead of David Holmes (Anglia-Jaguar) and Lionel Dickson (10 Arden Mini Cooper S).

The final of the Wells for Men Tate Formula Ford event promised well and generally lived up to expectations. Pete Clark made another of his real flyers and got away ahead of Peter Harrington who had found a way past the Crosslé by the end of the first lap. Also, Harrington's Wells misfortune continued and he overcooked it slightly at the chicane next time round and the Cougar was out with a bent front corner. Now Clark, who was really showing the smooth form which has impressed many people in the North was left to hold off the determined Wentz.

For six laps it looked as though Clark might hold off the Catnic Elden, but then on lap seven Wentz was ahead and the Crosslé slowed and retired with an ominously smoking engine. Wentz was in the clear now, but in the last few laps the Elden began to misfire badly again and on the final lap Ted Payne drew a little closer. However Wentz hung on and he now has a clear lead over Harrington in the Wells Championship although Harrington still leads the Tate series from Clark. Also Lawler finished in third place ahead of Mick Starkey's Merlyn. The next gaggle home was headed in by Keith Wilson's Jamun from Nigel Haywood's Merlyn Mk 20A. Peter White's Palfax WDF2, John Murray's Tricentrol Hawke and Denny Shattuck's Catnic Elden—all of them very close.

The VW(GB) Silver Cup Supervet event had to be amalgamated with the Clubman's and libre contenders through lack of entries, which was a shame in a way as it meant that John Morrison's very fast drive in the class-winning Super Nova FSV was rather overlooked, even though he shattered the existing FSV record. The race as a whole was headed by Kim Mather who continued to impress by the calm way he handed the ex-Oliver BRM P153B on his way to another win. Admittedly Mather's task was made rather easier by his principal opposition—Johnnie Blades's Lotus 69 and Jim Moore (FADS Homecare Centres McLaren M.0B) starting from the back of the grid after practice problems, Blades departing on the 10 s mark after suffering a seized metering unit. Both Moore (until he retired on lap 8) and Blades came barreling through the field and Blades, who shared the fastest lap with Mather, reached second place by lap 9. Morrison finished third ahead of Barry Joell who thus collected another pot in the successful Toll Bar U2 Mk 11B. Of those who were lapped by Mather, Joe Applegarth finished fifth in his bitza Brabham BT23C (made out of parts from the old Graham Birrell and Al Walker cars) ahead of a group of SuperVees. These were led by Mark Litchfield (Crosslé 24F) from the Royale RPI4s of Steve Tipping and Peter Munro and Derek Cook's Hawke.

Formula Ford, heat 1 (7 laps) 1. Peter Harrington (Cougar School 73F) 8 m 37.4 s (87.5 mph) 2. Ted Payne (March School 72B) 8 m 38.0 s 3. Ted Wentz (Elden-Road PH 06) 8 m 38.4 s 4. A. A. Lamer (Noble WRA RP 6) 8 m 50.4 s Fastest lap: Harrington 1 m 44.1 s (84.6 mph)

Formula Ford, heat 2 (7 laps) 1. Pete Clark (Crosslé R-W and 9F) 8 m 52.0 s (85.5 mph) 2. Roger Manning (Elden Pigeon PH 06) 8 m 55.0 s 3. Mick Starkey (Mayer's School Mx 10A) 8 m 08.8 s 4. John Murray (Hawke Sabre GL 0) 9 m 08.0 s Fastest lap: Clark 1 m 38.1 s (85.1 mph)

British Production Saloon Championship round (10 laps) Overall and over 1500 cc 1. Richard Lloyd 57.7 mph 2. Camaro Z18 3 m 33.4 s (75.4 mph) 3. Stuart Graham (57.7) 3 m 34.0 s 4. Camaro Z18 3 m 34.2 s 5. John Brindley 3 m 34.4 s 6. John Brindley 3 m 34.4 s 7. John Brindley 3 m 34.4 s 8. John Brindley 3 m 34.4 s 9. John Brindley 3 m 34.4 s 10. John Brindley 3 m 34.4 s

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Up to 1000 cc 1. Eric Horsfield 57.7 mph 2. Camaro Z18 3 m 33.4 s (75.4 mph) 3. Stuart Graham (57.7) 3 m 34.0 s 4. Camaro Z18 3 m 34.2 s 5. John Brindley 3 m 34.4 s 6. John Brindley 3 m 34.4 s 7. John Brindley 3 m 34.4 s 8. John Brindley 3 m 34.4 s 9. John Brindley 3 m 34.4 s 10. John Brindley 3 m 34.4 s

Northern Sports Cars (Scorton) Mod Sports Championship round and MG-T-types (10 laps) 1. John Absalom (J.7 Ginetta-Ford 14) 12 m 54.4 s (85.5 mph) 2. John Fletcher (8 Lotus Ean 3) 12 m 55.0 s 3. Eric Jarvis (1.1 Day AH mc 3 m 08.4 s) 4. Tony Williams (1.9 Austin-Healey Sprite 11 m 48.6 s)

Mod Sports over 1300 cc 1. Absalom 81.35 mph 2. Fletcher 3 m 08.4 s (85.5 mph) 3. Guy Beddington 3 m 09.4 s (84.5 mph) 4. Fletcher 3 m 10.4 s (83.7 mph)

Mod Sports up to 1300 cc 1. Jarvis 79.90 mph 2. Williams 3 m 10.4 s (83.7 mph) 3. Johnnie Blades (10.1 Clan Crusader) 3 m 11.4 s (82.0 mph) 4. Johnnie Blades (10.1 Clan Crusader) 3 m 11.4 s (82.0 mph)

MG T-Type 1. Dave Clewley 1 m 46.5 s (85.5 mph) 2. Gerry Brown 1 m 47.0 s (85.0 mph) 3. Adam Neave 1 m 47.0 s (85.0 mph) 4. Gerry Brown 1 m 47.0 s (85.0 mph) 5. Nick Taylor 1 m 47.0 s (85.0 mph)

Forward Trust Formula Three Championship round (15

Formula Three, heat 1 (10 laps) 1. Richard Lloyd 12 m 54.4 s (85.5 mph) 2. Camaro Z18 3 m 33.4 s (75.4 mph) 3. Stuart Graham (57.7) 3 m 34.0 s 4. Camaro Z18 3 m 34.2 s 5. John Brindley 3 m 34.4 s 6. John Brindley 3 m 34.4 s 7. John Brindley 3 m 34.4 s 8. John Brindley 3 m 34.4 s 9. John Brindley 3 m 34.4 s 10. John Brindley 3 m 34.4 s

Formula Three, heat 2 (10 laps) 1. Richard Lloyd 12 m 54.4 s (85.5 mph) 2. Camaro Z18 3 m 33.4 s (75.4 mph) 3. Stuart Graham (57.7) 3 m 34.0 s 4. Camaro Z18 3 m 34.2 s 5. John Brindley 3 m 34.4 s 6. John Brindley 3 m 34.4 s 7. John Brindley 3 m 34.4 s 8. John Brindley 3 m 34.4 s 9. John Brindley 3 m 34.4 s 10. John Brindley 3 m 34.4 s

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Up to 1000 cc 1. Eric Horsfield 57.7 mph 2. Camaro Z18 3 m 33.4 s (75.4 mph) 3. Stuart Graham (57.7) 3 m 34.0 s 4. Camaro Z18 3 m 34.2 s 5. John Brindley 3 m 34.4 s 6. John Brindley 3 m 34.4 s 7. John Brindley 3 m 34.4 s 8. John Brindley 3 m 34.4 s 9. John Brindley 3 m 34.4 s 10. John Brindley 3 m 34.4 s

Wendy Woods Sprint Saloon Championship round (10 laps) 1. Doug Niven 47.9 mph 2. Derek Huntley 47.9 mph 3. Eric Smith 47.9 mph 4. Nick Wattier 47.9 mph 5. David Wragg 47.9 mph 6. David Wragg 47.9 mph 7. David Wragg 47.9 mph 8. David Wragg 47.9 mph 9. David Wragg 47.9 mph 10. David Wragg 47.9 mph

Wells for Men Tate Formula Ford Championship round (10 laps) 1. Pete Clark 12 m 54.4 s (85.5 mph) 2. Peter Harrington 12 m 55.0 s 3. Peter Harrington 12 m 55.0 s 4. Peter Harrington 12 m 55.0 s 5. Peter Harrington 12 m 55.0 s 6. Peter Harrington 12 m 55.0 s 7. Peter Harrington 12 m 55.0 s 8. Peter Harrington 12 m 55.0 s 9. Peter Harrington 12 m 55.0 s 10. Peter Harrington 12 m 55.0 s

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Formula Libre, Clubman's and VW (GB) Ltd Silver Cup Formula Super Vee Championship round (10 laps) 1. Kim Mather 12 m 54.4 s (85.5 mph) 2. Johnnie Blades 12 m 55.0 s 3. Johnnie Blades 12 m 55.0 s 4. Johnnie Blades 12 m 55.0 s 5. Johnnie Blades 12 m 55.0 s 6. Johnnie Blades 12 m 55.0 s 7. Johnnie Blades 12 m 55.0 s 8. Johnnie Blades 12 m 55.0 s 9. Johnnie Blades 12 m 55.0 s 10. Johnnie Blades 12 m 55.0 s

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Purely personal



"Our brief is to remove from circuits the terror of death by burning; anyone who has seen it at close range would not hesitate"

By LOUIS STANLEY

It seems that we will never learn. Every year brings a toll of fatalities, a grim reminder that motor racing is potentially lethal, a fact that used to be accepted with seemingly stoical indifference. Recently a change of heart began to take place. The mood became safety-orientated. This new outlook did not stem from the controlling bodies who tend to deliberate but not act. It was only when the GPDA campaigned for improved safety standards that things began to happen. For seven years I worked closely with Joakim Bonnier on this issue. Inevitably if you run counter to officialdom, controversy follows. Bonnier, Stewart and Hulme had their share of criticism, one paper in particular being scurrilous in its resistance to progress. In spite of these critics, the sport has gradually been revolutionised. Some of the old character has been lost. No one can warm to circuits like Paul Ricard after it has been made clinically safe. But the term is relative. No track can really be safe. Any man who crashes at 160 mph knows that the odds are stacked against him. A few years ago he would have died. Today it is remarkable how drivers can escape unscathed after a high-speed shunt. Whilst this safety programme has been progressing, albeit reluctantly, in different parts of the world, the area of fire-fighting techniques has lagged behind. The fluctuating levels of efficiency are of immediate concern.

It is pointless to speculate how many lives might have been saved had discipline and equipment been of higher standard. I will say that the death-roll of men who have lost their lives in burning cars would have been significantly reduced had those responsible for fire-fighting been alert to the need for improvements. Think of the needless deaths of two men, deaths that should be on the conscience, not only of those immediately involved, but the organising clubs and the CSI. The first was the tragedy of Jo Siffert at Brands Hatch, entirely due to the shameful mishandling of the accident. I am not apportioning degrees of blame. The coroner did that for me. Public reaction was immediate. Reading about a driver being burnt to death is acceptable. It is not visual. But when national newspapers splash photographs across front pages highlighting the moment of death, the happening offends every normal susceptibility.

Something had to be done. The ironical part was that the solution was obvious, yet nobody bothered to tackle the problem in scientific fashion. The CSI was content with its rulings, each circuit had its own fire-fighting units and methods. The sum-total was inadequate. With that in mind I brought into being the Jo Siffert Advisory Council, a body of professional men drawn from Civil Aviation, the Home Office, Ministry of Defence, Fire Service chiefs, with scientific and manufacturing experts in support. Never before had such a reservoir of experience, specialised skills and qualifications been focused on this problem.

The exercise was how to extinguish a 50-gallon fuel fire in a car, fast enough to save the life of the driver. Without exception every member of the Council regarded the task as a simple exercise. Thirty seconds was acceptable given the most effective extinguishant, the most efficient equipment and the strategic deployment of properly trained firemen. A blue print was drawn up that could apply to every circuit. The most important aspect of the Council's study came from practical tests that established parameters and tackled the effects and secondary risks of by reignition of the running fuel fire from tyres and wheels. For the driver to survive it was established that the first phase of the fire suppression operation had to be initiated within 15 seconds and that the cockpit area of the car had to be isolated from fire within a further 15 seconds. Having established a fire standard and the objective fire suppression time, targets which since have been improved, it was a relatively straightforward task to establish the best extinguishant and the design parameters of the equipment. It was here that the Council found the greatest room for advancement. Commercial fire fighting equipment in modern use, such as is found on many circuits, is totally inadequate in a racing car crash. Commercial equipment is produced to meet commercial risks and although adequate for this purpose, the crash fire case is an entirely different circumstance. The use of standard equipment for this purpose appears as unlikely to succeed as entering a standard motor car in a Formula 1 race. Grand Prix cars are designed to do a job, the council felt the same way about fire fighting equipment.

In short, the standards at present applicable in motor-racing are totally unacceptable. They are far too low. The levels that apply to Civil Aviation must be adopted, like the high levels forced on operators by the Air Registration Board and the Federal Aviation Agency of America. After several months of intensive tests and the expenditure of considerable sums of money, the Council's findings were formally submitted to the CSI for examination and evaluation. Jo Siffert's death was a tragedy that should have been avoided; his only injuries could have been a broken ankle. We felt that the lesson had been learnt and further fatalities might be avoided. Such hopes did not take into account the strength of national prejudices, vested interests and the inability of the CSI to see that they were condoning a standard of fire-fighting that was a threat to the lives of spectators and drivers.

That was seen in the case of Roger Williamson. Here was a driver who perished because, as at Brands Hatch, the system failed. For the Dutch organisers it was a bitter blow. When Piers Courage died in a blazing car, they came under censure. Zandvoort seemed to have staged its last race. Then somehow over £500,000 was raised and spent on making the circuit safer. The Dutch did all that was asked of them and if the kerbs are wrong or the armco barriers in places are suspect, that was not their fault. The track was examined and vetted by the CSI and GPDA. But certain vital sectors were still sub-standard. These included fire-fighting equipment, fire-marshal training and deployment, and an overall directive of the race which laid down that in the event of an accident, the circuit car should proceed to the crash-point with an official and doctor. The incident could then be assessed. If the fire warranted such action, the fire truck would be called. The fact that in the meantime the driver would die appears to be of academic importance. One further point, I can never forgive the Dutch officials for their insensitivity. After the Courage crash, I went to the scene when the race had ended with the Chief of Police. There was no sign of the car. Only a mound of sand from which came thin plumes of smoke. Both car and driver had been buried

whilst the race went on. I was present when Piers was dug out. Again in the case of the Williamson crash. The race went through to the end whilst Roger was left in the car. Such acts of callousness are a disgrace.

Television coverage of Williamson's death and Purley's courageous attempt to extinguish the fire without any support from marshals roused public opinion to angry resentment. Observations I made on radio and television had a wide and immediate reaction. It would be no exaggeration to say that a repetition of such a tragedy would threaten the continuance of motor racing, not only in this country but in Italy, Germany and Sweden. And on the evidence of the current situation the ban would be justified.

It was a matter of immediate concern to the GPDA. The sequence of events that followed can be summarised. Denny Hulme, President of the GPDA, invited me to act as Director of Circuit Safety, empowered to see that the recommendations of the Siffert Advisory Council in relation to fire fighting equipment, extinguishants, protective clothing and deployment of fire fighters be carried out. These to be mandatory on all circuits. This means that identical standards, far higher than exist at present, will apply to every circuit and take effect from 1974. For the remaining world championship races in Austria, Italy, Canada and America, every thing will be done to ensure that the standards are high as possible in the time available. Prince Metternich, President of the CSI, confirmed that the recommendations of the Siffert Council, as the most representative authoritative body on this subject, would be accepted.

I would emphasise that these recommendations are non-commercial. Those who assess are impartial professionals who have spent their lives evaluating what is available and are aware of every modern development in the research field. I ment on this because it would appear that certain circuits have given a monopoly to a specific manufacturer as regards fire fighting equipment and extinguishants. That is both undesirable and unethical. I am not commenting on the quality of these products. That is for the experts to decide. But it is quite wrong to allow such a monopoly.

These decisions mark a significant break through. It means that any car burning into flames will have the blaze extinguished within 30 seconds. Williamson's fire would have been out within 10 seconds. In other words, death by fire alone can be reduced to one per cent. And we now have the means and the authority to do the job. There will be critics, but such opposition is unimportant. It certainly will not make us deviate from a course of action that is right. Our brief is to remove from circuits the terror of death by burning, any one who has seen it at close range would never hesitate.

It is the declared intention of the drivers to boycott any race where the organisers have refused to implement these recommendations. No one likes to use such threats, but this time it is justified. Public opinion is solidly behind this determination to solve the problem.

A postscript to emphasise the urgency of the situation... at Salzburg last week Niki Lauda arranged for the fire marshals to demonstrate the effectiveness of their equipment. A car was set on fire, the extinguishants had it under control for two seconds, it then flared up and was out of control. Had a driver been in the car, he would have died. That standard is accepted for race circuits. It is one that would be rejected by the Council. One marshal with a twin back-pack could have extinguished the blaze in four seconds. There is no need to say more.

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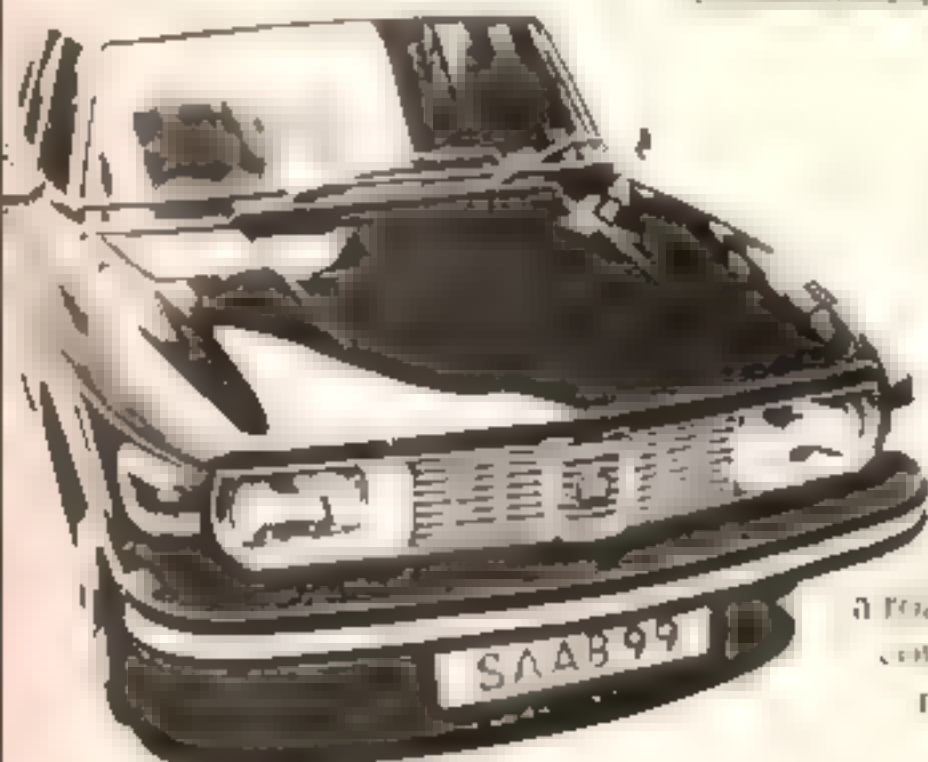
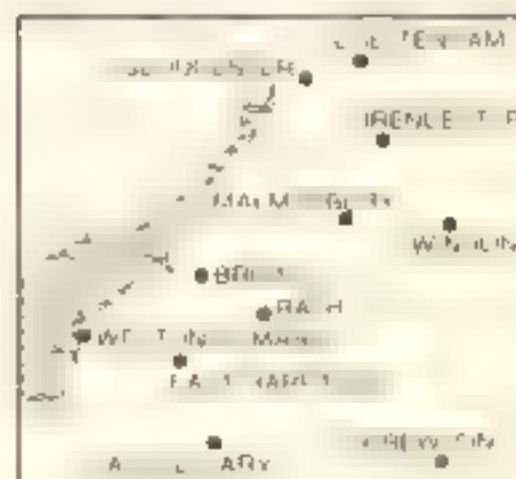
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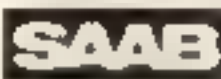
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"He put the car a little further sideways to miss it head-on."

"Is that the first time that you have turned over in a car?" enquired the serious looking journalist. Resisting the impulse to titter nervously like a post-alter virgin, I looked thoughtful and told him that I had in fact been rolled by Simo Lampinen once before in a Saab. How long ago? Oh, '64 RAC to which the gentleman looked a bit unbelieving as if he somehow thought that neither Saabs nor Lampinen nor me existed so far in the past.

To tell the truth, this particular accident which happened on stage nineteen of this year's 1000 Lakes did have me a bit worried though only in its initial stages, not once it had started to happen. In order to explain that, let me try to tell you what caused it. On stage two of the rally, our freewheel device started to give trouble and slip. This is a Saab speciality which is only fitted now to the 96 and 95 models though some of the original 99 cars did have it. It is only some two inches in diameter and about three quarters of an inch thick but it provides a positive drive between engine and gearbox through a pawl and ratchet device which enables the engine revolutions to die away when you lift off. In other words the engine can drive the car but the car can't drive the engine.

Consequently, gearchanging in both upward and downward directions can be made without recourse to the clutch. Changing down just means the slightest backing off on the throttle to stop the engine driving the car and then the lower gear can be selected while upward changes take a bit longer because the engine revolutions have to sink below what they will be for direct drive when you engage the higher gear. For the rallyman, this is a real boon as it means that he can keep his left foot on the brake where it is used to balance and steer the car against the power of the engine, governed by the right foot, and any gear changes which are necessary can be made without moving feet between pedals. On arriving with a Saab at a 60 degree right hand corner the driver brakes with his left foot to slow the car while at the same time almost completely lifting his right foot from the accelerator. As the speed dies a bit he must start to turn for the corner and as he does so he puts his right foot down on the accelerator so that the engine is pulling and thus the front wheels are steering rather than under-steering. The left foot remains on the brake and any tendency of the car to under-steer with the power is corrected by heavier pressure with the left foot. The brightest amongst you will have realised that with all this braking, slowing down and cornering, the car is probably not too happy pulling top gear and indeed is possibly off the cam by now. The driver merely has to lift fractionally and push the gear-lever into the right position and he has the power back at the front wheels again. The left foot never leaves the brake entirely and is used to balance the car against the fluctuating steering and engine power forces at the front wheels by varying the slip angle of the rear wheels.

Now consider our situation on stage nineteen. The freewheel had started to slip on stage two and had done so badly on stage three and four, so we had put it into fixed wheel and driven on. The only difference was



The original "Flying Finn" Timo Makinen with Henry Liddon arrive to a well-deserved win.

that our line was ruined on corners where a gearchange was necessary as the left had to be removed from the brake to operate the clutch for the gearchange and during that time the car would drift wide without the corrective influence of that cunning left foot. Until stage nineteen, all had gone well, and though our times were not of the fastest, we were third overall and close to the leaders. Then came this fast right hander after a long straight and when the third gear had to be taken, we swayed out another yard wider which would have been all right except for a telegraph post that was bearing down on Simo's side of the car. He put the car a little farther sideways to miss it head-on which immediately relieved my apprehension and I thought that now we must miss it altogether but I was counting without the rear bumper. The effect of hitting such a solid object at such speed swung the tail of the car immediately round so that the front wheels dropped into the ditch, the rear wheels stayed up on the road and there we were, broadsiding at 60 miles an hour, 30, 40 . . . and then it rolled over.

Don't ask me why those things happen but a point is obviously reached where a wheel catches or the grip is too much for the momentum, and over she goes. It made one and a half full rolls before the energy was used up in bending trees, panels and rocks and it stopped. We were both upside down and immediately exchanged pleasantries about the relative states of our health. While so engaged and before seat belt or intercom had been touched, I felt the car move again and my immediate reaction was to think that it was balanced so precariously that it was about to roll again. Far from it. It was in the hands of Finnorscue and twenty able-bodied men were heaving away at it, putting it first on its wheels and then urging it back towards the road. They never asked if that was what we wanted; they just sort of assumed that any rally driver worth his salt and still alive would want to carry on. We had to break off for a moment whilst Warmbold's Fiat swept by and then it was bump-and-heave back to the road, start the engine and away.

Apart from the bent panels and broken win-

dows, the car was 100 per cent mechanically but still the organisers made us fix it up a bit better before allowing us to continue on the second half. The Scan-Auto mechanics with a little aid from their friends managed this in less than twenty minutes though the rear window was only a plastic sheet. It is interesting to note that rally law is pretty unclear as to what happens to cars that have been involved in accidents for often a car like ours may be very bent but still functioning very well as a car even if it doesn't look very nice. The organisers principally objected to our missing rear window but were adamant that any replacement would have to be done in our own time. This seems to me a trifle unfair just as on the Swedish Rally where they were going to exclude Harry Kallstrom for not having a windscreen after his had broken but would not let him enter parc ferme to replace it. Many rallies have a regulation which says that for such repairs and changing of flat tyres, one may enter the parc ferme with an official and complete the work. After all these are questions of safety, not of performance and it should be nice to see some clear international ruling on such problems.

To get back to the 1000 Lakes, I think Timo Makinen's win was very well deserved and gave me a great deal of pleasure to see it. It was also a pleasant occasion for Henry Liddon who had been with Timo on this rally twice before and both times been second and now he is the only non-Scandinavian to have ever set in the winning car on the 1000 Lakes. I don't mean to suggest that I didn't want any of the other drivers to win but I think that Markku Alen will have his big wine in the future so that he has plenty to look forward to. In the same way, S'ig Blomqvist must take more than a little pleasure from the fact that he is without doubt the fastest driver in Europe at the moment and he has such a fine feeling for driving the Saab that I hope that the Saab factory give him a much better chance to have a crack at international rallying next year.

Having said all this, let me just thank all those people who made my stay in Finland so pleasant and that I hope it will not be too long before I am back there again.

It hasn't rained in Finland for six weeks they said. The television the previous night backed it up by showing a neat little map with forest fires and a serious looking gent standing by a lake telling what a terrible water shortage there was. It was only logical therefore that my trip the next day to the Finnish Saab factory at Tusikaupunki should be achieved in torrential rain. You know how it is, they said, so changeable just like England. I felt completely at home.

The trip had started just two days before when your reporter plus wife and eldest daughter had set sail from the West London Air Terminal on a double decker bus headed for Finland. There had been much light hearted banter about what we were to fly in and even my five-year-old wouldn't accept the notion that they just stuck wings on the bus at the airport and off we went. Determined to impress my less-travelled family with my stunning knowledge of documentation at the airport and how to get on the plane first, I whistled them through passport control, duty free shop and departure lounge and out to the gate before the flight had been called, pointing out that there was only the one Finnair aeroplane in sight therefore it must be the one. A long wait ensued during which I and they got restless. I because the time of departure had arrived but no more passengers and they because our whirlwind passage through the airport had not included any stops for the powdering of noses. Eventually the strain told and we hiked back to the lounge where I discovered that the flight was indefinitely delayed.

It was at that point that our luck turned for as I steered despondently towards the bar for a glass of water to lift my depression, I bumped into Mike Fitzpatrick who



High flying Scan-Auto Saab of Simo Lampinen and John Davenport on the 1000 Lakes

A Scandinavian Saga

JOHN DAVENPORT visits the Saab-Valmet works

is Britain's Mr Finnair. He explained that the Caravelle had broken an hydraulic pump (you can smell the fluid from here, old boy) and that until the new one arrived on the afternoon flight and was fitted, that plane was going nowhere. All was not too black however for he was in the process of arranging for us and a party of thirty specialists in concrete to transfer to a BEA flight to Stockholm and then on to Helsinki with a Finnair connection. Devoutly hoping that the specialists didn't have too many samples of their work with them, we handed over our tickets. Mr Fitzpatrick waved his magic wand and four hours later we were in Helsinki. We later learnt that Hannu Mikkola's fiancée had been a stewardess on that very flight and had been most puzzled when she had tried to phone us in London during her long wait and could not find us at home.

Alerted by Finnair of our late arrival, Simo Lampinen plus the elder two-thirds of his family and the family Saab 90 were still waiting for us and in a very short time the six of us were on the way to his home in Porvoo some 35 miles from the airport. It wasn't exactly the first time that I had been in a 90 but this one had swallowed our suitcases, rally bags and assorted bottles of booze without even intruding on the passenger compartment. Although the principal reason for my trip was competing in the 1000 Lakes Rally with Simo in a Saab 90, the editor had prevailed upon me to visit the only car-producing plant in Finland and as a palliative, I was to be lent a 90 to make sure that the family kept up with us on our travels. What neither I nor the Editor knew was that the third week of August was the big holiday time in Finland but now my host enlightened me and informed me that after a day of recuperation, we should set out for the factory the next day as they were already in the process of shutting down and I should be lucky to see anything if we didn't go immediately. I was just happy that the day of travel had ended

and raised no queries about how, when and where, being quite happy to leave these to someone else.

Imagine my surprise therefore when I was roused from a deep sauna/beer induced slumber on a Wednesday morning, persuaded to swallow a cup of tea and then whisked off in our Group 1 90 recce car in the direction of Helsinki. At first, I thought that it must be quite a normal hour as the sun was shining brightly but a look at my watch confirmed what my body felt: it was just 7 am. I enquired what time we were hoping to reach the factory and was told that we should be there for lunch and it was then that the first stirrings of comprehension began. Where was the factory, I asked, and the reply indicated that although it was still actually in Finland, it was as close as one can get to Sweden without getting very wet. At the Saab service department outside Helsinki we dumped the recce car with the competitions department and jumped into a 90 estate car, which is called a 95, and were driven west by Carl-Gustav Sergejef who is working for the Finnish Saab firm, Scan-Auto, as a press liaison man.

The factory that I was on my way to see was built by Scan-Auto, a tractor company called Valmet and the Finnish government. Like most governments, the Finnish one is anxious to have universal employment and tries very hard to attract factories and businesses away from Helsinki, Tampere, Turku and other large cities to areas where there is little employment for the inhabitants. Such a place was Uusikaupunki on the western coast of Finland between Turku and Pori. It had at one time been a large port for sailing ships but the advent of steam and the construction of the railway line between Turku and Tampere had by-passed it and it had declined. Its basic industries had been shipbuilding and agriculture and there was an attempt to try to resurrect its former glory by creating a fertilizer mixing plant in the old docks where imported

phosphates could be prepared to spread on the land. However, the farms were all small and could not be passed on to several sons so that the unemployment situation grew worse and it was not helped by the 400,000 Finns who returned from what is now Russian territory when the occupation terminated.

With a rising demand for cars in Finland despite large taxes on vehicles, it made sense to have a car factory in Finland so that not all the cars bought by Finns would be imported. At the same time, Saab in Sweden were looking for a chance to have an extension of their production lines somewhere in the Baltic area so that Uusikaupunki with its ready made docks just over the water from the Saab factories in Norrtälje and Trollhättan in Sweden, was ideal. The government helped with loans and a new company, Saab-Valmet, was formed to build the factory and produce the cars. Scan-Auto was to remain the sales company within Finland as before.

The factory was completed in 1968 and produced its first car—a Saab 90—on November 13 of that year. The car is still on display in the reception of the factory and it was one of the first things that we saw as we drove from the impressive new highway into the factory area. There is not much sign of depression in the area now and indeed so successful has the project been that now workers are coming into it from other parts of Finland or returning from working in Sweden as many Finns have done in the past. Soon a new Salora factory producing TV sets and radios will join the Valmet enterprise which is itself expanding and will soon have a workforce of over 1400 people.

As I said before, I came to see the factory just when it was shutting down for the summer holiday and though production had not stopped, in some areas it had been allowed to run down as during the recess, the factory was going over to making a new Saab model for 1974. Already it turns out something like 20,000 cars a year by working two eight hour shifts a day and by employing more people and increasing the speed of the production lines, this should be up to 30,000 by the end of this year.

Anyway, I was able to see most of the production line working and got a good idea of what goes on to make a Finnish car.

Twice a week a ferry operates between Norrtälje in Sweden and the dockside in Laskiupunki. It brings body pressings and other parts from the Swedish Saab factories in containers which are then taken by lorry the four kilometres up to the factory. When the boats go back, they are not empty for not only do the empty containers return but about half the Finnish factories production of cars goes back to Sweden to be sold there or in other countries. This was something of a surprise to me but the Finns were very proud of it and pointed out that there is already a kind of snobbery amongst Saab owners who prefer to have a Finnish built Saab than one made elsewhere as they believe that the Finnish product is superior. What ever else it is, it is increasingly Finnish for though the early models were made out of almost 100% imported parts, Finnish subcontractors now supply something like 28% of the finished car and this is steadily increasing. It is in this area where the government reaps its richest reward in terms of employment as many other firms prosper as the result of this one factory being built.

A very complex receiving area awaits the parts as they are unpacked from the containers or arrive from Finnish suppliers. Conveyor belts bring them before operators who count and code them and feed the information into the main computer. At the same time, the meticulous quality control which follows the car throughout its life begins to take effect. With some parts, every tenth one is checked against a master die or may be

operator at that point can phone up the central control and indicate that a shortage is imminent.

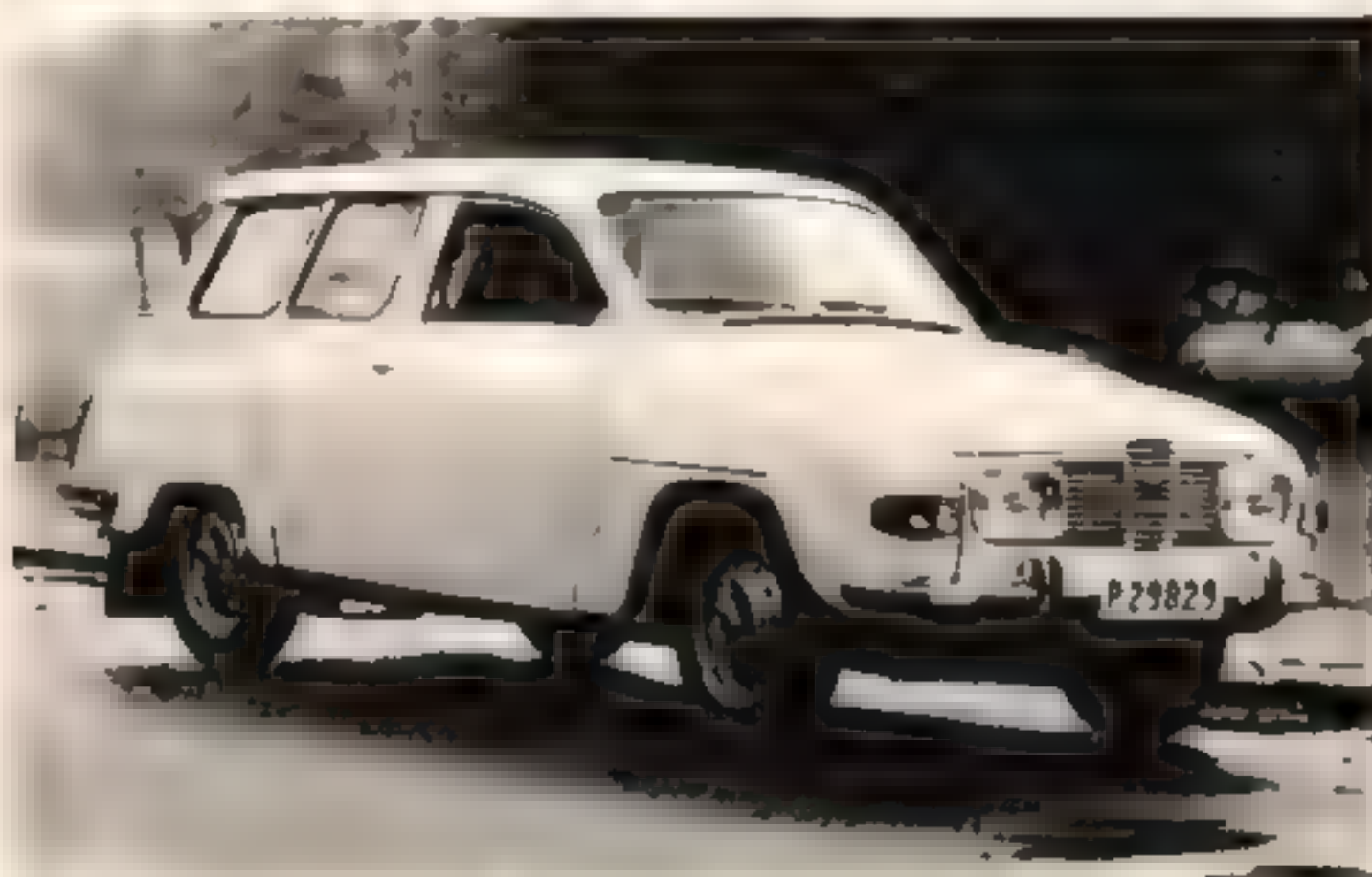
When the factory started, it was just assembling almost completed cars shipped over from Sweden but within a few months, all the welding machines were installed and now only the floor pan with the bulkheads comes complete from Sweden where it is spot welded all at once in a very expensive machine. This plant deals with both 99 and 96 models and there are both two and four door versions for the 99 so that some flexibility is needed as both cars are put together on the same production line. The front end of the car is built up until the bodywork is almost complete and such things as doors, boot lids and bonnets are matched up and fitted to be just ajar. Before the entire body is dipped and sprayed, quality checking takes place on all the spot welds first to make sure that all have been done and secondly to check a certain percentage for full welding depth. The checkers have an enormous book listing every single weld and in case they get a bit blasé about it, every so often a body is taken to one side and given a going over after they have passed it! Over nine per cent of the people who work in the factory are concerned with quality control of one sort or another.

The checked body is then sprayed with zinc phosphate and then passes through an amino-alkyd bath from which it emerges totally grey but already smooth and quite presentable. As it emerges from the drying ovens, a lady removes the base holders—which are also covered in the alkyd dip—and these are sent back to have it removed otherwise they would

the company runs its own job classification committees with 50% worker and 50% management participation to decide who should get paid what rate for what job and such meetings occur twice a week. The resultant effect seems to be a very happy one as despite the low average age—28 years old—the absentee rate is also very low.

To get back to the car which is now under-sealed and then sprayed with its finished coat before inspection and then is passed by an overhead rail to the start of the production line. Here the doors, boot and bonnet are removed and tagged so that they will go back onto the correct chassis at the appropriate time. The chassis then passes along the line in conventional fashion with the suspension, engine, gearbox and electric being added until the final car begins to emerge. Feeding the production line are several smaller sub-assembly lines which put together suspension units and things like steering assemblies while the engines and gearboxes arrive ready assembled from Sweden or Germany in the case of the 96 engine though even there the efficient Finns give them a once over before popping them into the car. The sub-assemblies are 100% checked before they are fitted to the car.

Once completed apart from some of the trim which is left to the distributor to fit and is merely packed into the boot ready for him, the car is tanked with petrol with one per cent of oil thoughtfully added to keep the petrol lines and engine corrosion free if it has a long pre-delivery time. It then passes through a booth where water is sprayed at it from every direction under one kg/cm pressure while one lad sits inside to note



The rugged 95 estate car—nearly 30 per cent of its parts are locally made.

taken into a laboratory for metal analysis. The paint used on the cars is constantly sampled and tested for erosion in salt baths and other devilish looking equipment. Once coded and arranged in a handy crate for the fork lift trucks which roam everywhere, the parts come under the supervision of those people whose job it is to see that the production lines never go short. The fork lift trucks stack the crates to the ceiling behind just that phase of the line where they are needed and the supervisors make constant rounds to see that there are no shortages. In any case the computer keeps a watching brief knowing how many parts of a certain kind it has received and how many cars requiring such parts have been produced. The idea is to keep the minimum amount of capital tied up in parts but still give the factory the capacity to keep running for several days should a particular supplier—even Saab itself—fail to deliver sufficient of a certain part. Just in case the computer overlooks something in the movement of all the various parts needed to build a car, there is a telephone every so often along the production line by which the

grow to giant proportions at the end of the day. Another lady immediately started probing at the paintwork and apparently she checks for the depth of the dipped paint and if she is not satisfied, back it goes. Two points I found of interest here and the first was the amount of cars taken with the painting processes including the under-sealing that followed, for in Scandinavia the roads are covered with salty snow for one third of the year and if a car doesn't have this done properly, it will never last two winters without rusting. The other thing was the number of women employed in the factory and apparently they now hold almost one third of the jobs. I commented on this for in a car factory in England you would find women in the trim shops but not actually working on the production line bolting on suspension parts. In Finland, they accept all but the most heavy work and what is more important, are paid an equal wage to the men. While we were having a cup of coffee and a sticky cake in the canteen after our tour round, there was a foreman's meeting going on next to us in which two of the six were rather attractive birds. Apparently



The compact 60 degree V4—a tough engine tailor-made to have replaced the original two-stroke.

where, if at all, water comes in. If no rectification is needed, the car goes forward to a rolling road where the engine is started for the first time and a test driver checks all the controls and also that the engine is giving the right sort of power and that the brakes work efficiently. It then moves forward for a final check and then goes outside to the final inspector who starts the engine and drives it around a test track involving a paved strip and several sharp turns before giving it his seal of approval. If the car is going to be transported any distance by lorry, it is wax sprayed which gives it a curious frosty appearance but protects the paint.

By this time, my feet were crying out for rest as the entire factory covers 180 acres so after our coffee and farewells, I curled up on the rear seat for the journey back to Helsinki and dreamt about Saabs. To me the most incredible thing about the whole thing from the design of the car to the final details of the production was the constantly recurring theme of safety. The entire Saab production is front wheel drive for example

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Saab natural habitat — Per Eklund's Swedish car in action

as the Swedish firm strongly believe that for normal driving on all kinds of roads, this is the safest kind of car. Again all through the production, the checking was most rigorous where it was a question of safety—in the steering, or the suspension, or the brakes.

I didn't borrow a 99 from Scan-Auto straight away as Simo and I went straight off on recce for the rally but it was not long before we were in one for after two days and nights of recce. We handed over our 96 recce car to Tapio Rainio, another of Scan-Auto's works drivers, and went back to Porvoo in his 99 EM. I suppose at this point I should point out that there is more than one type of Saab 99. Firstly there are two body styles with either two or four doors. Then there are three engine options with the 1.85 litre engine on carburetors giving 88 bhp while a two litre version also on carburetors gives 95 bhp. The most powerful engine of the range is the two litre on fuel injection which gives 110 bhp and is normally only offered as standard on the LE automatic but, as in the case of Rainio's car, can also be found coupled up to a manual gearbox. That of course is the final choice of whether you want automatic or manual transmission.

I drove Rainio's car for some of the way and was very impressed with the way it went and indeed the only annoying features of this particular car were the clutch—which needed adjustment—and the transmission of engine movement to the gear lever. This latter aspect is common to all 99 manual gearboxes that I drove and is merely slightly upsetting for the first few miles and is more than compensated by the positive action of the gear-

change. In the same way as the 96, the ignition key can only be removed when the gear-lever is in reverse which makes sure that you always leave the car in gear. One thing which surprised me mildly was that when we refuelled, Simo pulled up at the 94 octane pump and I then learnt that Saab have reduced the compression ratio to 8.7 to 1 on all their 99 engines in order to improve the burning of the petrol air mixture and decrease the amount of pollutant in the exhaust.

That weekend as we returned via Helsinki, I picked up another 99 in exchange for Rainio's car which was going in for a service and this was now the automatic version of the 99 with the same two litre injection engine. Straightaway, I found the steering much lighter and at first I was convinced that this car must have a different steering ratio but I was finally convinced that it was just the fact that Rainio's car had optional aluminium alloy wheels and less pressure in the wide tyres. In any case, the steering of the 99 is quite heavy and a lot of effort is required to get it nearly against a kerb when parking. As I said, this amount of effort varied from car to car and I would say that a lot can be done with choice of tyres and experimenting with pressures. The automatic transmission is just a three speed and feeds the power to the road through a longer axle ratio so that the car feels sluggish when compared with the manual version. However, there is no doubting the convenience of the automatic and I feel that if one was choosing a family car for town use, it would be ideal. We took it on quite a long trip down to Turku and in heavy traffic going in

and out of roadworks it was a godsend. However, I have a couple of reservations about it and the principal one was that it was constantly necessary to select the hold for second gear for quite high-speed overtaking for although it kicked down into the lower gear all right, any hesitation and it changed straight back up again. The other point was that although the lever was well guarded by means of a recessed push button in its top against any unilward movements into reverse or a lower gear, there was no such inhibition about going from drive into neutral.

In any case, the Saab is not a sports car and its principal virtues lie in the comfort and safety with which it will transport a family from place to place. None of the 99s are slow and all the two litre cars I drove or drove in would easily top 100 mph, but with the present law in England and also now in Finland after August 1st, this is scarcely a reason to buy a car. Primary safety is well cared for as apart from front wheel drive, the 99 has four disc brakes and an all independent suspension relying on coil springs. The visibility and driving position are excellent and one can adjust the seat for height, depth, angle and rake. There is not much chance for the spin-turn exponent to show his paces as the handbrake operates on the front wheels by means of separate drums. If I were to list all the other safety items on the car, this article might never finish but the very construction of the car is designed to protect the occupants to the maximum and includes such items as longitudinal beams inside the doors to give protection in side accidents. The only thing which shows on the outside of the car are the two large rubber covered shock absorbing bumpers which are said to be able to absorb all of an impact up to about twelve miles an hour. The steering column is joined to the steering rack by a telescopic column while the rack itself is mounted quite well back in a protected position which is possibly why the steering is heavier than it might be if the rack were more vulnerably mounted.

It goes without saying that a Saab should have a good heating and ventilation system and that of the 99 seems to cover everything including warm air for the rear seat passengers. The Finnish summer is not so bad that we had any chance to try the defrosting but there were occasions when we were driving in the evening when it was decidedly hippy and the heating gave good value then while in the heat of the afternoon, there was adequate fresh air available from our vents plus the normal windscreen and foot outlets. One final point that deserves mention was the headlamp washer/wiper which is now available on all Saab models. This I think is a very good idea as it operates in conjunction with the windscreen washers and really does keep your headlights clean. On all the cars I have ever owned, I know that the most frustrating thing is to have to get out on summer nights and remove layers of dead insects from the lights in order to be able to see, or doing the same thing on a drizzly winter night after following a couple of lor-

My final experience with a 99 came when we again swapped our recce car for someone else's 99 and this time it was that of Perit. Lehtonen, another of the Scan-Auto drivers. This was again a two litre, two door EM and seemed to go if anything even better than that of Rainio. Among its non-standard attractions were a very expensive Blaupunkt radio that not only played stereo tapes but picked up stereo broadcasts as well, and a radio phone which was linked up to a nationwide network and meant that almost anywhere you could telephone straight to any number. With respect for Mr Lehtonen's phone bill, we just tried it a couple of times but the convenience of the device is fantastic. While swirling along at 90 mph—this was before August 1—one could have a telephone conversation and literally order the hotel room for the night or the drinks to be ready. I did have the idea of phoning AUTOSPORT while jumping on a special stage which would have been some kind of first, but as I told you, we had some respect for Lehtonen's phone bill.



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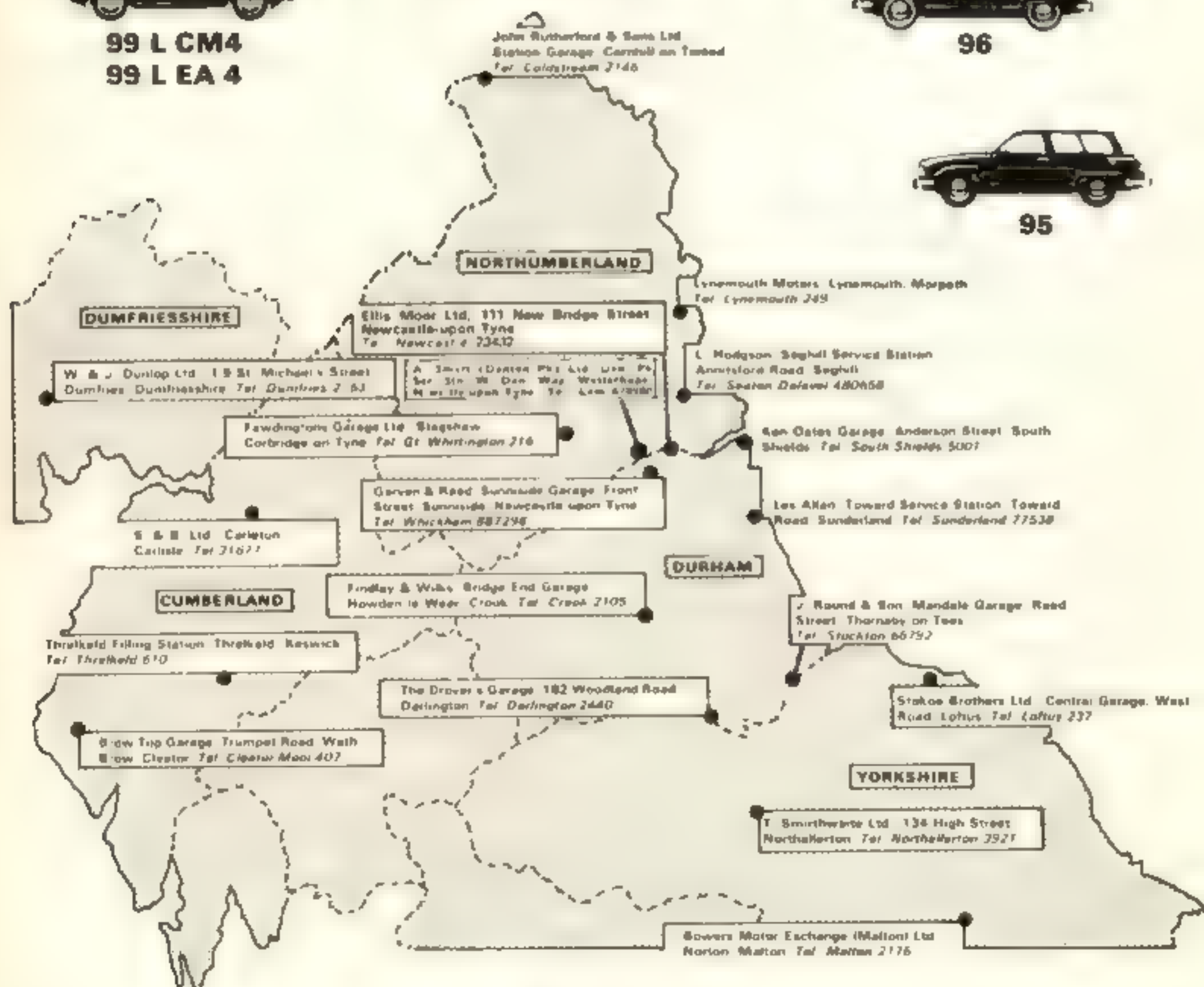
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Let in Camaros

Thank you very much SMMT—as a mere paying spectator I'm delighted that you've dictated my 1974 RAC saloon car championship viewing for me—ie 20 identical Capris, 15 identical Escorts and 10 identical Moskviches. Perhaps the money I have on not seeing these potential epics will be sufficient for trips abroad and real Group 1 racing.

It would be interesting to know how many members of your venerable body are actually involved in racing in any way, and of those who has the loudest voice.

All power to Richard Lloyd, Len Leston, Stuart Graham, etc., in their struggle against your myopic Victorian rulings!

EALING, LONDON W5

DAVID J. FOX

Don't ruin G1

May I, through the medium of your correspondence column, appeal to the RAC to reject the SMMT recommendations of a 4-litre capacity limit for the 1974 Touring Car Championships and a price limit for the Club Championships which would exclude the larger BMW and American cars.

As a regular racegoer and marshal at Oulton Park since 1969 I have seen Group 1 give a much-needed shot in the arm to club racing and to take away the spectacle and noise of the big cars would be to stem the life-blood of the Formula. To institute a club saloon car championship without the participation of BMWs and Camaros would merely create a ten-top version of Formula Ford.

It is up to the RAC to act now before interest and consequently spectator attendance dwindle to an ever lower level.

CREWE, CHESHIRE

G. BURNETT

F3 scrutineering

Having been actively involved with Formula 3 since its inception in the present form, I wholeheartedly agree with the recent correspondence you have published on the lack of scrutineering. To my knowledge there has only been one occasion when the engines were stripped to examine capacity, which was Silverstone, April 8, 1973.

The Formula is undoubtedly a major and very necessary stepping stone for drivers aiming at Formula 1 and consequently the results are particularly significant. With the money necessary to obtain success sponsorship is obligatory thereby producing additional pressures on the teams. We have had instances of unfair advantage being obtained in each of the past three seasons and yet the RAC have still not arranged for proper eligibility scrutineering and at most races there has been none at all.

The temptation to cheat is therefore very great, but the means of preventing it seem fairly simple. I understand Messrs Holbay, at least, have the necessary measuring equipment which they are prepared to make available at every meeting, should it be necessary, and that the scrutineers themselves would be prepared to attend far more meetings.

In view of the accusations and innuendoes flying around the paddock at the moment I hope this opinion is shared by others, and that we might persuade the RAC that the matter is more than urgent.

LONDON, SW14

C. MARSHALL



Spectacle of G1 Camaros at Oulton Park last Saturday

Marshal's view

As a regular observer for the BARC may I congratulate Alan Dobbins on his well thought-out letter. Unfortunately not all the correspondents on the subject of marshalling were as rational. I would like to point out to people like Mr Wareham that a professional body of marshals would be the quickest way to kill motor sport in this country. Not every meeting is a Grand Prix with its corresponding number of paying spectators and I am sure that anyone who takes the trouble to find out, would soon realise that organising clubs do not make enough money from meetings to pay the marshals. I am of course presuming that it is not only GP drivers who deserve the best.

I, in common with many other marshals, have purchased my own fire repellent overalls, helmet and gauntlets which, although not as good as a driver's Nomex suit, are the best I can afford. May I be so bold as to suggest to Mr Louis Stanley that before vast sums of money are spent on lavish back-up schemes some cash be made available to enable marshals to purchase protective clothing at a reduced price. As Mr Dobbins so rightly points out, specialised appliances are an essential back-up but as in the army, when the chips are down, everything depends on the (infantry) marshals on the spot.

SUTTON, SURREY

C. C. HERMAN

Roll-over bar stays

As an amateur constructor/driver it was with considerable interest that I noted the introduction of forward facing roll-over Bar Stays. At first sight they would seem to be an excellent strength and safety feature although when I examined them closely my doubts were raised as to possible head injury in a sideways shunt due to the head being smartly bounced between the bars.

Having seen the horrible death of Roger Williamson I have very grave doubts as to any driver's chance of escape when the car is inverted, particularly if the driver is injured, due to the restrictions on the roll-over bar stays in the cockpit area.

GOLDALMING, SURREY

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Fireproof clothing

You may or may not recall that we introduced some years ago after development by Croydon Asbestos, an aluminised fire rescue suit which we believed at the time to be a great advance in flame-proof marshals' clothing and we not only advertised extensively, but made personal approaches to many motor clubs and race circuit organisers both at home and overseas.

These fire rescue suits are still in our

stores, not where they should be—out on the race circuit—and whilst we in no way wish to promote business through such a tragedy we would be only too willing to release these at less than cost to motor clubs or race circuit organisers whose expenses are already over-stretched.

WEMBLEY, MIDDLESEX

S. WALTERS

Checkpoint Race and Rally Equipment

Dutch co-operation

Patrick McNally's column ("Jackie's Hitch") revived memories of another occasion when Dutch police co-operation was extremely welcome.

In 1958, having competed in the Tulip Rally, with Peter Wren, in a works-entered Berkeley and having been forced to retire in Germany with a deranged gearbox, I was asking around the Huist de Duin Hotel for a lift back to the Hook, in order to get to the British Grand Prix practice at Silverstone. I was kindly offered one in an MG Midget, which had competed in the rally, crewed by David Seigie-Morris and John Sprinzel—the latter also wanting to get back for saloon car practice at Silverstone in, I think, the famous A35.

I was ready at the appointed time—they were not and I was told that we would leave "shortly"—and that Pat Moss was also coming. We eventually left half an hour behind schedule with, to the best of my memory, Pat driving and Barlow's 6 ft 4 in wedged under some tyres on the back seat. The drive was hilarious—a selective to and all selectives and an extremely good time was being set up when the inevitable happened in the centre of the Hague. A Dutch police Land-Rover pulled alongside at some traffic lights and a most polite copper began his list of indictments: "... It is not permitted to overtake on the right—it is not permitted to exceed kph in this area, ..." Then John and David started the chat routine and anyone who knows them can imagine what that entailed, suffice to say, within 5 m we were off again, this time practically on the rear bumper of the police vehicle with its blue light flashing and klaxon sounding—at a higher rate of knots than previously! So, we arrived at the Hook to find that the ship was all stowed ready to sail—once again the J.S. and D.S.M. "chat" started and, somehow or other, they persuaded the chief officer to unstow his derricks, winch the Midget on board and the ultimate was when I found myself allocated a single cabin on a ship that was alleged to be full!

David, incidentally, at that time was rallying with an extremely clued-up navigator—of the pre-Stuart Turner era—who was convinced he could drive quicker than David. Later he convinced not only David but others—his name? Vic Elford.

CAMBRIDGE

BILL BARLOW



What a spectacle! Leston, Lloyd and Graham head towards Old Hall in their three Camaros abreast

OULTON PARK

Thrills historic and modern

By IAN TITCHMARSH

Pictures by PETER BURN

It has been said before and it will undoubtedly be said again but the Lancs & Cheshire CC's well-organised annual club meeting at Oulton Park is almost invariably the best of the year and last Saturday's was certainly no exception. A judicious mixture of historic sports and GT cars blended splendidly with the latest single-seaters and production saloons to create one of the most entertaining club meetings seen anywhere for many a day. The only regrettable feature was the relatively small crowd on an overcast but dry afternoon for it would surely have been in the interests of the circuit owners to publicise this particular meeting more widely. Let's hope that before very long Lancs & Chesh are allowed more than the one meeting a year.

The Charles Spreckley Thoroughbred Sports Cars began the afternoon's sport recalling the BARC marquis races of the late 50s and early 60s since half the field comprised MGAs and TRs. However, it was the more potent Jaguar XKs which dominated the race overall with Bill Nicholson in John Pearson's ex-Lofty England development XK120 leading all the way, chased initially by John Harper in a re-imported 1hd XK120 with aluminum body which looked just as it might have done at the old Watkins Glen road circuit in its youth. Alas, Harper was suffering from an increasing misfire which manifested itself as a burst water hose which was leaking onto the distributor and he had to retire after seven laps. This was a great relief for MG Bill who also had a misfire caused, explained owner Pearson, by a plug closing up. "But then we haven't changed the plugs all season. We tend to treat her rather like a lorry!" Even with the misfire, Nicholson never looked likely to be caught by the second finisher, Reg Woodcock, who was hurling his 2.2 TR3 around the circuit in magnificent style, easily outpacing the rest, large and small alike.

Derek Allanson's BN7 Austin Healey

sounded crisply raucous on its way to third finding time for a spin at Lodge without losing its position while Bill de Selincourt's TR3A, running just as it did in the Fred W Dixon races over 10 years ago complete with modified front. In the hands of the same driver took the 2 litre class and fourth overall. An early challenge from Simon Phillips in his Mille Miglia-bodied Frazer Nash Le Mans Replica faded while the best MGA retired on the first lap when Vic Ellis ran wide at Lodge and buckled two wheels against the sleepers. This left Robert McElroy's ex-Ted Lund Twin Cam Le Mans Coupe and Roy McCarthy's pushrod example to fight over seventh in the wake of Sylvia Rouse, pressing on to great effect in the family XK150, although it sounded as though a budge was trying to escape from under the bonnet in the corners. Mr Rouse, in his XK120, was always behind and eventually retired in a cloud of smoke. Wonder who'll do the washing up this week?

With the SMMT's silly sword of Damocles hanging over them for next year, the Chevrolet Camaros showed how badly they will be missed from production saloon racing if the Ford Motor Company has its way in practice

Stuart Graham, who drives his car to the circuits, annexed pole position with a time 8s under the lap record. It's worth reading that sentence again to get the full implications. Richard Lloyd, now fully recovered from his road accident and boasting Simonix sponsorship for his new car, was determined not to be left behind and took 7s off the record while Les Leston completed the front row and left the BMWs behind. There were three of the German 3-litres present although Roger Bell ran into trouble with his usual Rothmans car just as practice began. He qualified in Donald MacLeod's Aramis-sponsored car and was then told he would have to race it as well, leaving the newcomer to the team with the least satisfactory of the three SAs, the Rothmans-backed car.

The three Chevrolet thundered off the line towards Old Hall abreast with Lloyd in the middle remembering the Clerk of the Course's warning that the road narrows just after the pits. Somehow contact was averted and Lloyd held his breath the longest to take the lead for the first lap, with Graham in hot pursuit and trying to draw alongside into Knickerbrook. Both drivers braked impossibly late and hurled their cars through the corner almost beyond the limit, completing lap one nose to tail with Leston already falling back a little. Lloyd used his experience to keep the lead for most of the second lap too but Graham saw his chance on the run in to Lodge and went ahead. There was no stopping him after that, although Lloyd fell back only gradually, and the ex-motor cycle world champion reduced the lap record officially by 76s on his way to his third win in three races with the car, and his fourth in four with Camaros. Leston spun at Esau on lap three, losing several places and was on his way back onto the tail of Tony Lanfranchi in the leading BMW when the engine expired expensively on lap 6.

Tony Lanfranchi's Shelsport BMW and Bell ran round in close company, looking spectacular and outpacing the rest but unable to threaten the American V8s, but MacLeod was having to work for his bread. Behind Gordon Spice's Capri, John Handley in the leading Roger Clark Alfa Romeo was heading John Brindley's Capri, Mike Crabtree's similar Wilment car and team-mate Sam Clark with MacLeod mixing it well. By lap 7 the Scottish FF man had worked his way ahead of Handley at Knickerbrook where the BMW slipped in front of the Alfa and nearly took off both cars. MacLeod thought something locked up as he changed into third at that corner, and the same thing happened again at Druids, only this time the car shot straight off the road into the barrier. Almost before it came to rest, with a burst petrol tank, the ultra-efficient marshals were putting the large fire out and successfully preserving a very expensive motor car from extensive damage. MacLeod escaped unhurt while a fire tender went out onto the circuit for the last couple of laps to provide back-up extinguishers at

Richard Bond hurls his HWM-Jaguar through Cascades ahead of Terry Harrison's well-conducted and extremely rapid Lotus 11





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servo-assisted brakes, a collapsible steering column, an anti-dazzle driving mirror and burst-proof locks.

The Moskvich, slightly spruced up, even managed to run away with two Group One Production Car Championships in its first year of racing here.

It probably thought it was back at home.



27

9th Monaco GP

8th French GP

4th British GP

3rd Dutch GP

march

march

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Druids, but that didn't slow the pace, for some competitors who ignored the marshals' flags and instructions. Brindley found a way round Handley in the Knickerbrook incident, holding his position till the end, with Crabtree holding off Clark's other Alfa.

In the Firenze Hunter class Bernard Unett brought along a second works Hunter for sometime GT40 driver John Harris. Despite not being credited with fastest lap, which went to Tim Stock's Firenze, Unett led all the way as is his wont with Stock chasing hard without appearing to have the handling of the Chrysler product. Barrie Williams in the GN Firenze held onto third in the class until Harris managed to pass him into Knickerbrook just before the Vauxhall's diff gave up on the eighth lap. Wendy Markey's Penthouse BMW 2002 added interest in this Hunter/Firenze battle and followed Harris across the line.

Ivan Dutton's domination of the £1,050 class is akin to Unett's in the class above and once again the Unitam Escort Sport led all the way. John Lyon was never very far behind, he devilled by a misfire and still on Torinos as opposed to Dutton's new Klebers, and then on the last lap the Berlitz car ran out of petrol without actually having to cede second in class to Jenny Birrell's fast-closing Simca Rallye. Eric Horsfield's proper Satra Moskvich blew an engine in practice, so he had to start a spare car with a 10s penalty which he never made up on Tony Stubs in the rival Kinross Motors Russian device.

Colin Crabbe succeeded in scattering most of the contents of his Birdcage around the Cheshire countryside in practice when the engine of his Maserati T81 destroyed itself, leaving a gap on the front row and only John Harper's Lister-Jaguar to challenge Charles Lucas's Lord Hesketh's T81. There was really not much doubt about the winner, but Harper had a darn good try in the Costin-bodied Lister, leading most of lap one only to spin mightily at Lodge. Already he and Lucas had outpaced the rest so that Harper resumed still second but with Lucas already stroking it swiftly to victory, with some typical sideways motoring included. Troubled by a weak rear damper, Harper spun again at Old Hall, falling this time to eighth or so. He was soon storming back up to the front again, taking over second on lap 4 when Anthony Hutton in the other Forward Enterprises Lister-Jaguar (the ex-works Scott Brown MVE303) ran into clutch trouble. "I knew the clutch slave cylinder was about to seize solid, so decided to carry on in top gear, only I forgot and changed gear instead!" explained a disappointed Hutton afterwards. With Robert Cooper on holiday and thus without a Lister-Jaguar to drive, Richard Bond found himself at the wheel of Paul Gardner's completely rebuilt HWM-Jaguar (HWM 1) which hasn't raced for several years and still needed the suspension sorting. Bond was thus a slightly untidy but worthy third.

A rather more than minor sensation was caused by the speed of Terry Harrison in the Woodbine Team Lotus XI, the little car making everything else in the extensive field look slow as Harrison (in Mk 1 T-shirt and 1941 longjohns) hurtled round the circuit to fourth overall, a class win and new class record. And he stayed on the same lap as the leader Willie Eckerslyke, risen from his sick bed to drive Bill Allen's D-type for the day, found his concentration slipping after mildly jumping the start. A quick pit stop to count to 10 restored the clog maker's confidence but not the places he had lost. Fifth was thus taken by Mike Walker's younger brother Tony in Philip Dowell's Maserati 300S which was driven very well after an incident in practice damaged the tail (shades of Benoit Musy) while Tony Beeson recalled Edgar Barth as he ran to sixth in his nice Porsche RSK, albeit well beaten by the incredible Harrison. We would love to mention them all but space forbids and we will just single out the marvellous sight of Alan Bennett taking his Bristol 405 saloon well beyond the fringe in one of the least likely racing cars seen for some time.

This week's convert to an F3 March is Richard Roberts, who now has a 733 in Myson colours, the entrant remaining Myson Racing with GRD! As with Tony Brise a few weeks ago, the change did him a power of good for



Harness leads Roberts during their excellent F3 battle for Lombard honours

he took pole position, 0.4s under the lap record after very little testing with the car. Alan Jones showed that the GRD is by no means a spent force in F3 by also breaking the record while Matt Spitzley's March continued its run of fast practice times to complete the front row. When the flag fell it was Mo Harness in the Midus March 733 who shot through from the second row with Jones and Roberts alongside into Cascades. The two Marches plucked Jones, and one of them nicked a valve out of the GRD's front tyre, causing much commotion behind but no contact. Mika Wilds also stopped at this point when the throttle cable of his Dempster March 733 came off while Ian Taylor's Baly March had not even left the line after a low tension lead came adrift.

With Jones out of the way, the two new March men immediately made the race their own, although Larry Perkins in the new works supported Brabham BT41 was almost keeping up. Soon Roberts found his car beginning to oversteer after part of the wing came adrift and it was all he could do to stay with Harness at times. He kept on trying though, only to find Harness calling on his FF experience to keep the door closed at every opportunity, particularly on the run-in to Knickerbrook. Towards the end, the battery came adrift on the Myson car and, to complete the ruin of Roberts' chances, the engine acquired a terrible misfire and consumed its pistons on the last lap so that it was all he could do to hang on to second. Perkins, still yearning for some oversteer, instead found the unstickable Brabham escaping his grasp at Knickerbrook on lap 5, the ensuing contact with the barrier damaging a wheel and rear wing. Tony Brise had a new monocoque for his Kent Messenger March 733 which didn't fit him after Thruxton which kept his practice times up but he sorted his way through the pack, quills hairily at times, to third, and threw everything into the last lap when he saw he might just catch the falling Roberts, but to no avail. Although he tried to keep Brise at bay, Johnny Gerber's BT41 was fourth, Lionel Friedrich having had to retire his March when the water blew out for the second time that day. Pedro Passadore's DART GRD led Spitzley and Russell Wood's March 733 for the next few places after a race-long tussle. Tony Rouff had been leading this collection with his GRD until the front suspension collapsed at Druids following an incident at the first corner, and the American slid into the barriers without too much damage.

The Cussons GTs were the third and last historic offering, comprising many Aston Martins, a few GT40s, and the odd E-type, Elite and Ferrari. Much attention was focused on Bob Owen's ex-Col Simone Maserati T151, the rear-engined brute once manhandled by Jo Siffert at Le Mans. The car has been beautifully rebuilt but the battery was inadequate and the car, after starting from the front row, retired on the first lap. Not that anything would have stopped Anthony Hutton's Miraged GT40 which led all the way, despite a gearbox which was loath to offer up fourth. John Cooper's 5-litre normal GT40 was a distant and smokey second, under great pressure from

Brian Classick in the ex Mike de Udy Porsche Carrera 6 (or 906 if you like). A Targa Florio bottom gear good for 75 mph made for a slow start and then, after catching up onto the tail of the GT40, Classick found the brakes rapidly fading so he decided to be his age and settle for third and the class win. Mike Salmon won the over 2-litre front-engined class in Viscount Downes's Project 212 Aston Martin, finishing fourth overall and treating the crowd to a demonstration of fast, stylish and immaculate driving of which David Piper, Dick Protheroe, the Peters Lumsden and Sargent as well as Salmon himself were such experts in the early sixties. An ex-Protheroe E-type, driven by Peter Walker, claimed fifth and the last unlapped place after Nick Cussons had stopped briefly at the pits with his Project 214 Aston before resuming, and setting fastest lap in the class. Another pit visitor was John Carden with the ex-Lumsden-Sargent lightweight E-type which belied its long-distance origins by overheating and losing its brakes, but then it has been through some pretty doubtful hands before Carden rescued it. Again, everyone was worth a mention but space forbids. However, we did rather like the dice between Bill Nicholson's MCB and Robin Rew's Reliant Sabre which was rudely interrupted by Craig Dent's enterprisingly-driven ex-Tom Leake DB4GT. Craig Dent went on ahead to clinch sixth while the B was assured of seventh when our man at Silverstone lost a cylinder on the last lap. Taking third in its class was the beautiful, unique "breadvan" Ferrari 250GT driven by Kim Mather, who was giving the car its first run since it returned from Los Angeles.

All of which doesn't leave much space for the Formula Fords. The STP championship, based at Silverstone, is now led even more convincingly than before by Derek Lawrence whose only possible challenger round Oulton Park is Donald MacLeod. It just wasn't MacLeod's day for, after a slow start, he found himself at the end of a chain reaction at Esso on the first lap as everyone locked up. The Van Diemen clipped the armco and retired with a buckled wheel, while Lawrence was already taking the Dulon on its way to another convincing win. Second, with equal ease, was Richard Hawkins in his Link Fasteners Titan Mk 6 and there was a strong suspicion that the winner's engine came from the same source this week as the Titan's. John Crowe's Marilyn Mk 17 might well have been third but the bearings ran on the last lap and his hard work to get ahead of Mike Young's Marilyn and Stephen South's Ray came to nothing. John Murphy (Tricentrol Hawke DL10) and Stuart Baird (Marilyn Mk 24) disputed fifth with Murphy winning, although Baird already had a 10s push-start penalty anyway, which dropped him to ninth behind the closely matched trio of Mike Wrigley, Matthew Argenti and Kelvin Hesketh in Marilyn's of varying vintage.

The eight non-qualifiers then had their own race which is sufficiently covered by the results except to say that Peter Hale's Royale led all the way after jumping the start, which is why he became third.

Results on page 57

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Discreet "V8" badges and Dunlop alloy wheels identify the new MG. An unsightly power bulge has been deliberately avoided.

NEW CAR

Effortless MGB GT V8

By JOHN BOLSTER

The MGB is a long-lived sports car and even the GT fixed-head version dates from 1965. Though it is a useful performer with its 1.8-litre four-cylinder engine, there is a demand for a more potent model with the luxury of multi-cylinders. Because I am basically a kind man, I shall not mention the MGC, except to say that it was doomed to failure because the long and immensely heavy iron engine put too much weight up front.

The light-alloy V8 now used actually weighs less than the four-cylinder, though some extra equipment, required for the various safety and pollution regulations, cancels that advantage. The good balance of the MGB is not disturbed, and, by moving the two SU carburettors to the rear of the engine, an unsightly bulge in the bonnet is avoided. A radiator of increased capacity, with two electric fans to reduce noise and power loss, is fitted along with an oil cooler.

The Rover engine has a slightly reduced compression ratio in the interest of pollution requirements and the greater torque has permitted the gearbox ratios to be made closer,

the axle ratio is 3.07 instead of 3.91 to 1. The bonnet is extremely full of machinery but accessibility for most of the routine servicing jobs is good.

Perhaps the appearance is beginning to date a little, but this well-loved car is still attractive to the enthusiast and the door to the back for luggage is such a sensible refinement. The seats are quite easy to enter and the driving position is good, apart from the pedals which could be more advantageously placed.

On the road, the car has a most effortless performance, accelerating rapidly on the higher gears and flying up hills in top. I reached an indicated 125 mph in direct top, with the rev-counter just in the red, and 127 mph in overdrive. The Laycock unit being a standard filament. The claimed maximum of 121.8 mph is therefore probably a somewhat modest assertion as I did not have a long straight road at my disposal.

The engine is outstandingly quiet, even at maximum revs, though there is a slight whine from the gearbox on the lower gears and the change tended to be stiff on the test.



Not much room to spare. The alloy V8 is a snug fit.

car, which was admittedly barely run in. The absence of road noise is most praiseworthy but this, along with the quiet engine, tends to emphasise the level of wind noise, which is very pronounced at high speeds.

The handling is very much like that of the 4-cylinder MGB, though the steering seems a little lighter. There is no sign of the massive understeer of the MGC or of the violent change to oversteer of that car. Instead, one has the very moderate understeer of the MGB with a gentle transition towards oversteer under extreme conditions. The ride is fairly hard, but this is accepted with sports cars, and the high speed stability is good.

With a bonnet so full of engine, I was expecting a disagreeable heat transfer into the body when I drove the car hard on a really hot day. This is the curse of front-engined rear-drive sports cars and I am delighted to report that the MG is entirely innocent of this fault. The ventilators on the instrument panel are quite effective, too.

The MGB GT V8 is a very refined sports car, with plenty of performance, and most owners will obtain 20 mpg or more. It will be the subject of a full road test in due course.

SPECIFICATION AND PERFORMANCE DATA
 Car tested: MGB GT V8 2-seater coupé, price £2295 96 including car tax and VAT.
 Engine: Eight cylinders 35.9 mm x 71.12 mm (3528 cc)
 Compression ratio 8.75 to 1 137 bhp at 5000 rpm
 Pushed operated overhead valves Two SU carburettors
 Transmission: Single dry plate clutch 4-speed at syn 10-mesh gearbox with synchromesh 1st and Laycock overdrive ratios 0.820, 1.0, 1.259, 1.574, and 3.131 to 1
 Gear box 4 shaft H-pattern rear axle ratio 3.07 to 1
 Chassis: Combined steel body and chassis independent front suspension by wishbones coil spring, and anti-roll bar. Rear and pinion steering live rear axle on semi-elliptic springs. Lower shock dampers all round. Disc front and drum rear brakes with vacuum servo. Both on 4 mm wheels with chromed steel rim. Road 17" x 14" 14 radially split
 Equipment: 12 volt lighting and starting. Speedometer, rev counter, oil pressure, water temperature and fuel gauges. Heating, demisting, and vent system. Two speed wipers, rear wipers and washers. Flashing direction indicator. Reversing lights.
 Dimensions: Wheelbase 7 ft 7.125 ins. Track (front) 4 ft 1 in (rear) 4 ft 1.25 in. Overall length 12 ft 10.75 ins. Width 4 ft 11.94 ins. Weight 2427 lbs.
 Performance: Maximum speed 121.8 mph. Speeds in gears, 1st 37 mph, second 62 mph, third 89 mph. Standing quarter mile 16.45 s. Acceleration 0-30 mph 3.0 s, 0-50 mph 6.5 s, 0-60 mph 8.25 s, 0-80 mph 13.2 s, 0-100 mph 26.55 s, 0-110 mph 38.3 s (maker's figures).



The man who made Grand Prix history

By MIKE DOODSON

Jackie Stewart equalled Jim Clark's record of 25 Grand Prix victories at Monaco on June 3, and his win at Zandvoort on July 29 topped Clark's total to make John Young Stewart the top-scoring GP driver of all time. Clark took less than six years to score his 25 and, inevitably, there'll be those who point out that Stewart took eight and a half seasons to do the same thing. Of course, say others, Stewart has been less well served than Clark by his machinery: the third year with BRM (1967) produced no wins at all, and the transitional March-to-Tyrrell season (1970) was marked by only one. But while the statisticians will argue for many years to come, one thing is undeniable about Jackie Stewart: that he has fundamentally altered the layman's concept of motor racing, and of drivers in particular.

It's as a calculating businessman—an uncommonly successful one—that most people will think of Jackie Stewart. Denis Jenkinson once suggested that he was "computerised." "I took that as a compliment," says Stewart. "If I were ever to become a computer, I would take that as a tribute because it would mean that I had programmed my talent into the art in the finest form. But unfortunately I'm not in that position."

"I sincerely feel (when people talk about being computerised) that to be a good driver requires an enormous amount of sheer talent. In a Formula 1 car, you need enormous concentration . . . to go round as cleanly, as precisely and as fast into each corner, then to brake, to corner, to accelerate cleanly. And the combination of versatility of a driver today—in being able to adapt his natural talent to his mental concentration—is such that, yes, it is a little clinical in that respect. But that's only because he's reached his art."

Unconsciously or otherwise, Stewart matches himself to Clark in many ways. He plainly feels that achieving Clark-like results is a yardstick, one that he set himself many years ago. "It was a long time before I had the feeling that I 'reached my art,' and I remember when I got it. It was the American GP of 1968, the first time I ever got out of a Grand Prix car and felt that I had driven a race like Jim Clark. I always saw Jimmy driving like that, the whole thing. I drove a race there that I was proud of, in reflection of Jimmy."

And racing still gives him a lot of genuine enjoyment. I asked him if there were any circuits which he particularly liked. "Monte

Carlo still gives me a lot of pleasure. I should think that's my high as far as pleasure is concerned. There are other race tracks which I find satisfying when I do them, they are numerous. You can put a car into a corner at one point, perhaps you 'live' just for one corner per lap to get that feeling of satisfaction to know that you've done it so well. It doesn't have to be the whole race track."

It's even been suggested that the snob in Stewart over-rides his normal concern with safety when it comes to tackling the glamour boys' GP round the streets of the Principality. Some have expressed fears that it wouldn't take much of a shunt to send a car over the barriers and into the crowd. George Follmer lost a wing in practice this year, and it fluttered down almost into the spot where the Rainiers were to spectate on race day. Does this temper his affection for the place in any way?

"No, it only encourages me to do more things for Monaco in the way of debris fences and that sort of thing, which is being done every year. I have to say this, that the co-operation which Monte Carlo has provided all the way along has been excellent. They've modernised what they have in a more progressive way than most other race tracks, and in a way which most other people don't realise."

Every time we've suggested something at Monaco, we've got it. It's been a case of having to point it out, just the same as it's been a question of pointing things out on circuits with a whole lot more hazards. I'm very encouraged by the fact that more people look at circuits from the safety angle, and

can spot risk areas.

"The last time I went to Laguna Seca, I remember having a photographer, Pete Biro, come to me and saying 'Look you're not going to believe this, but there's a barrier here that's behind the trees!' Pete's been going to Laguna for years, but he only saw it in 1971. These are things that wouldn't have happened before, had this awareness of safety not been created, and I'm very proud that maybe I've had a little bit to do with it."

Now that the CSI itself has taken a firmer grip on matters of circuit safety, Stewart's eye is turning in other directions, notably in driver protection. "The protection in the cockpits is not nearly good enough, for instance, and they could still be stronger. The new car regulations (crash-structures, etc) help towards that, but I think a survival capsule is still possible in a modern racing car in a similar fashion to some fighter aircraft. Technologically, we're not yet taking advantage of many advantages which come from the field of aircraft or the military."

Not that he foresees a time when every one is racing heavily reinforced NASCAR-type touring cars, as has been suggested. "NASCAR has a great safety record, and they do it without diminishing the spectacle of the racing itself, which is interesting in view of the criticism I have received. It's a good reply to the people who come and say 'Oh look, you're making it so safe that

Stewart in the Matra MS80 at Monza where he clinched his first championship



it's no longer a spectacle because there's no danger' But when you see one of these big muthas lumber round, turn over seven times, and the driver walks out . . . it's rather encouraging

"I'm not saying that we should arrive in that sort of condition in Formula 1, because I firmly believe that Grands Prix should be run to an open-wheel formula, and that it should remain a thorough-bred as against the heavyweight monster-type thing. It doesn't mean to say that they should be dangerous because they're thoroughbreds, but if we can always be improving the safety without in any way having a detrimental effect on the purity of it, that's good

"Motor sport has an enormous heritage, and it's tremendously important to continue in that. Lots of people might think that I'm an 'all modern man,' but that's not really true. For example, one of the reasons that I like Monte Carlo is because of its past, and because of the ambience . . . the nostalgia that Monaco provides to the atmosphere of motor racing, to the people, and the effect that it has on the type of people who go there"

Monaco, like Stewart himself, is fashionable and trendy. It was ironic last year that he should have been put out of racing briefly by the fashionable ailment of a stomach ulcer. It meant that he missed the Belgian GP, missed a lot of important testing, and possibly missed his third world championship title. "I don't want to make any excuses, but I wasn't well at all last year. I twice spun the McLaren CanAm car track-testing. I spun more times in the early part of last year than I had in the previous two years of motor racing. And I couldn't account for it.

"I know now what it was: my area of concentration was minus what it normally is. My area of perception was less than it normally is . . . Jackie Stewart just wasn't Jackie Stewart. One day when we went testing at Nivelles I couldn't drive because I was too dizzy! I had to get on a plane and come home: I'd never done that.

It's fine now, though, behaving itself very well, and it's not affecting my performance in any way. I still have to be very careful with my diet, I don't eat on aeroplanes when I can avoid it, that sort of thing. I have very good medical advice, too: they expected me to have trouble with it in the spring and the autumn, but the trouble as far as the ulcer is concerned is that I don't have a spring or an autumn. I'm always in the summer, so my ulcer doesn't know what season it is."

And although his racing programme has been greatly reduced, Stewart is still a busy man. He's compering an ABC TV series in the US (which means more than a dozen transatlantic trips this summer), and instead of CanAm he plans to do a couple of touring car races.

It looks as though he's consciously winding down his career, ulcer or no ulcer. I asked if that was how he saw things, and got a firm reply "No, I'm as active as I've ever been, in as many ways as I've time to do. I'm perhaps looking forward to more far-reaching things than I was before, in the knowledge that I do want to retire. But I haven't said when I'm going to retire, and if I knew it now, I'd probably peck up now. But I know that retirement's not too far away, and therefore the contracts that I'm writing now are on the basis of telling people, 'Look, I'm not going to be driving for five more years.' I'm telling them frankly that if I don't drive I'll have more time to do the work they want me for.

"This is absolutely true. A top racing driver today, in his company affiliations, can't give as good value to those companies as a retired racing driver can. There just isn't enough time, there isn't enough space in my life to pour out the things that I think I'm able to do for other companies in the promotion of our sport and the things that I think can benefit it."

What, I wondered, did Jackie see himself doing once he had taken the decision to step down? "I don't know . . . I wish I knew the answer," was the hesitant reply. But he'd obviously given the matter some close thought, because he continued, "I don't know about staying very deeply involved in racing. I'd like to be involved, but I've been a long time in racing and I count myself as a fairly imaginative person. I wouldn't like to find myself bogged down within the same small world, and it is a small world. I want to try to do new things, different things, and it's a challenge to me. At the moment I don't know what they are. But I know that I won't be leaving motor racing altogether, there's no question of that."

What about the acting career, and the Alistair McLean film which seems to be hanging fire? Is Jackie Stewart really going to take over as a new Errol Flynn? "The movie industry itself doesn't excite me at all, in fact it's quite the reverse. I don't like the movie industry . . . basically I think I'm a fairly honest person, and I don't think that the movie industry is as honest as that. I have done a lot of on-camera stuff, and someone seem to think that I'm good enough

to do it, so I'm going to have a try. If I'm not good at it, well then I'll get shot to flames. But if you don't try anything in life, then you're going to be an awful nice Mister Average."

The word "honest" is one that constantly cropped up in Jackie's conversation, and it's a quality that he values very highly. But a fully honest explanation of a second or third place in a race is not always consistent with the solidarity of a team and its sponsors. There have been occasions in the past when Stewart's car has finished a race with (for example) serious tyre troubles. Does describing these as "a handling difficulty" as post-race press interviews amount to a lack of honesty with the press?

No, no," he affirms. "What I don't do—and this is something where I'm very strict with myself—I don't tell lies. If somebody says to me 'Did that tyre blister?' I've never said 'No' when it has blistered. If I say that it is a handling problem, then it is a handling problem. It's not that I'm telling a lie, although perhaps I'm not telling everything."

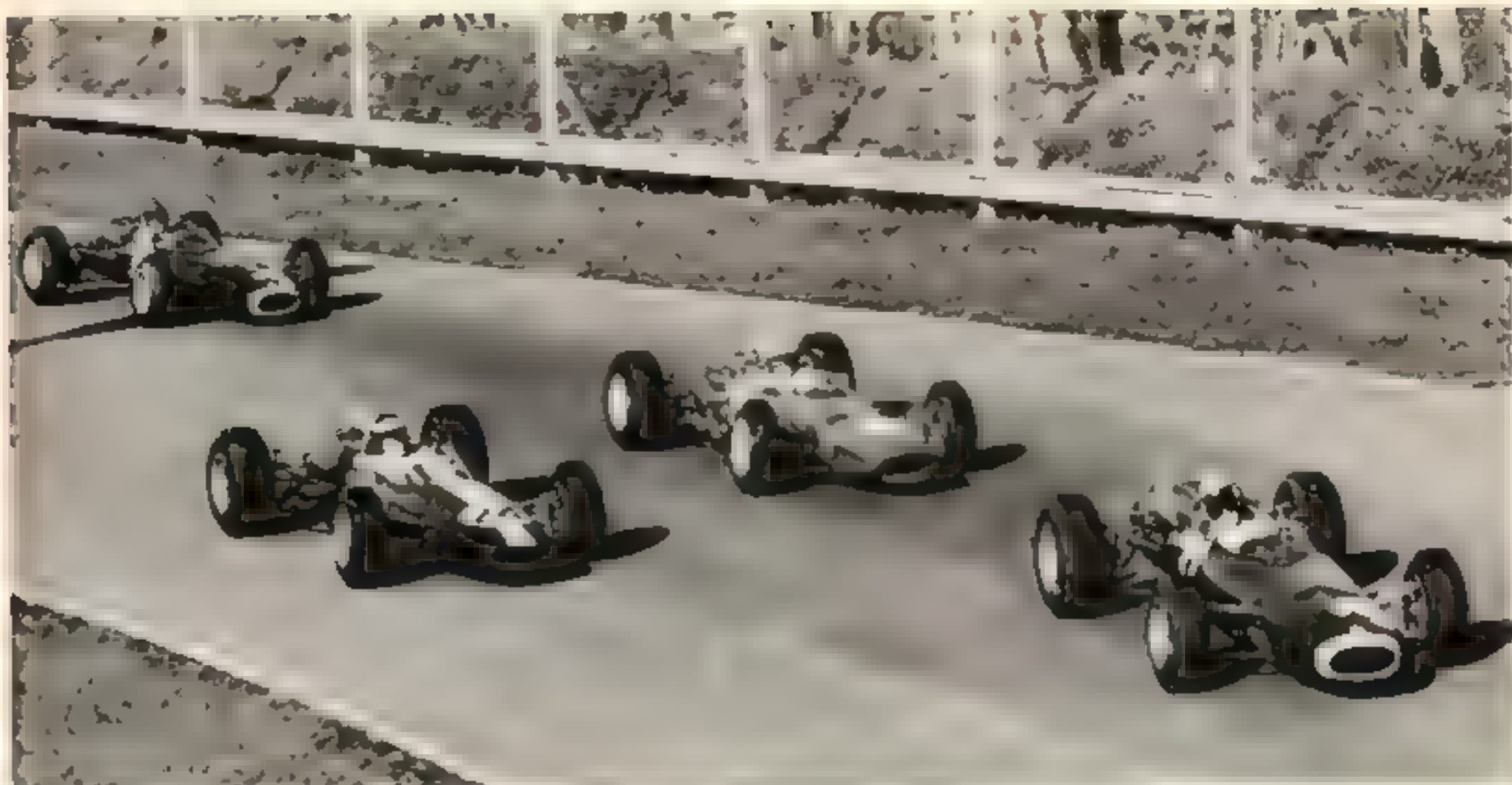
"If I turned round and bad-mouthed everyone for every small mistake they made, then I'd be less than an ambassador for that company. In the case of Goodyear, they deserve a large part of the credit for any success which the team may have. Nobody credits them when they're doing well, they only hit them when they're down."

In the case of the team, we were in serious trouble at (for example) Interlagos. It was a whole team problem, but it was not my position to say 'Jesus, this Tyrrell's a heap, Ken Tyrrell and Derek Gardner haven't got a clue what's going on.' I mean to say, we'd come from the US GP, where it walked over everybody, so no one could turn round and say it was rubbish. People tend to expect too much, and too often. Since 1968 they've expected us to do things, and work things out . . . If you're not superior then someone's got to find an answer for it somehow."

Stewart doesn't claim to be superior, and never has done. As he told Barrie Gill on *Wheelbase* recently, "the great thing about motor racing is that winning sets you up as a target for someone to knock down in the next race." The man who was knocking him off the perch early in the season was, of course, Emerson Fittipaldi. I tried, unsuccessfully, to get Stewart to tell me if there were any areas in which he thought Fittipaldi was superior to him on the track.

Knitting his brow, he had to think hard for an answer. "It's very difficult for me to





Stewart's first ever GP win was at Monza in 1965 with the 1.5 litre BRM

analyse another driver in that way, to say in which way he's better than me. I've always thought that some drivers are better than I am in certain circumstances, under certain conditions, on certain days . . . and you know I've never claimed to be the best driver. So it's very difficult for me to say I'm less adequate in this way: I don't feel a vacuum of talent or natural ability."

Could it be, I asked, that Fittipaldi enjoyed the innate confidence of a man who's yet to have a serious accident in a racing car? "In Emerson's case, no, I don't think so. Undoubtedly he'll have a prang or two, we all have them. That might affect him in a better way too . . . I don't mean that he's losing by it now, but there is something, an ingredient—and I scoffed when someone said this to me—that 'So-and-so needs an accident to become a better driver'."

"But I think there is something in there that makes you realise you're not untouchable, that you're not impregnable. And this is a reality which most men don't understand. I mean most men don't think they're going to be discovered screwing somebody, and most men don't think they're going to have an accident on the road. So, when it happens, it's something that makes a hard impression. It's like my ulcer, because following my ulcer I'm a more balanced man as far as my attitude towards my physical capability is concerned. That's a closer comparison in fact, though I don't mean that Emerson needs that sort of set-back, because I think his driving at the moment is really well balanced."

The Fittipaldis and the Stewarts live not too far away from each other in Switzerland, and spend quite a lot of time in each other's laps. This, I suggested, conflicted with a headline in the *Radio Times* last year where Helen Stewart was quoted in foot-high capitals as saying: "We have no friends in racing any more, just young rivals."

Jackie went on to the defensive immediately. "That was wrong, there was a direct misquote. Helen definitely said (and it related to Jimmy and Piers and Jochen) that our closest friends in racing had been lost. She didn't say 'Just young rivals,' that has never been uttered either by Helen or I. Of course we have friends. Graham is a friend, and has been since 1964. And he's still in motor racing, so that was a misquote in that area."

"It is a fact that the three people mentioned were our friends. These were the people we stayed with and lived with, and these we lost." He lowered his voice to the pitch that tells you that Jackie Stewart is

being really serious, and continued, hesitantly:

"Now it's true that Helen . . . I don't know if

I'm being very open with you . . . Helen has been hit consistently badly because we've been close to these people. And when you're ripped apart like that, I mean bang-bang-bang—and your husband's doing the same job—and every time you get close to someone they're wiped out, then you say to yourself 'I don't want to be involved any more with someone who's going to be involved with that open-risk factor'."

"Most of Helen's friends now—her personal friends—are not down that pit lane, wherever it is—they're outside of motor racing. This hasn't been a conscious thing on her part, saying 'I don't want to be friends with Barbro (Ronnie's girlfriend) or with anyone else.' And, of course, we're friends with Emerson and Maria-Helena, we spend a lot of time together. But I think, really—and I say this maybe privately a little—that there is a little block with Helen now that stops the intimacy of friendship that was there before."

It was time to switch the subject, I felt. The interview had perhaps strayed into the realms of the colour supplements. We started talking in Stewart's hotel room that morning in the Sao Paulo Hilton, and were to continue elsewhere. Now we were in the Goodyear bus in the Interlagos paddock, and the cars were moving out on to the track. "Ken will fire me if I don't go now," said Jackie, picking up his helmet. He trotted across the paddock in that jaunty style which offends so many people, jumping from the balls of his feet as though he was trying to be six inches taller than the height which providence had handed out to him.

We were back in the bus when the session ended, and Stewart settled down to more questions with the help of a bottle of water. I couldn't let the subject of Fittipaldi slip, and talked of the Brazilian's scintillating Buenos Aires victory, where he had hauled in Stewart only to find as tough an opponent as he ever had in trying to get past. The previous year, with the "old" Tyrrell, Stewart had vanquished all. Yet this time—with the flat top Tyrrell—he got beat by Emerson and the "old" JPS. How come?

"Och, there was no way in BA. If Emerson had got away at the start we would have won the race by 30 or 40s. We weren't so competitive at Buenos Aires, no more than we are at Interlagos, and I simply couldn't get my car's front end to 'bite' at all. It was so bad that I blistered a tyre. I drove hard the whole way, I couldn't have driven any

harder than I did, and I have no excuses."

"At the start, when I am on heavy fuel. I'm usually able to do a fairly good job" (a reference to the terrific starts which both Tyrrell drivers seem able to pull out of the bag) "and I was using the traffic well. The significant thing about BA, which hardly anyone realised, was that we were using very little wing. On the straight we were very fast, and the only reason that I got past so many cars was on the straight. I was working very hard to come out of the corner before the straight very cleanly, so that I didn't make any mistakes. But of course, with no wing, on the corners you don't have down-force. The only way I kept Emerson behind was by concentrating so hard, and not making a mistake."

The vocal Argentine fans thought differently, and so too—apparently—did Emerson, whose flat was raised aloft any time Stewart cared to study his mirrors. Did Stewart actually block the JPS, could it be true?

"No. No. No. I never did that, and I never would do that . . . I never have in my entire career, never, never, never. But I used my normal braking distance, I used my normal piece of road, and then I took the corner on my normal line. I could have kept Emerson behind, easy, by just using the piece of road that he wanted. But that's not the way to motor race, not in my mind. I never at any time block anyone from getting past. Now, ethically, that's very important to me."

All this talk about ethics is enough to make somebody like Jenks, who was brought up on old-style inter-team scrimmages, heartily sick. I couldn't resist asking Jackie about his last lap contretemps with Regazzoni's Ferrari in last year's German GP, where it was his Tyrrell that got stuck behind. For once the articulate Stewart faltered slightly.

"I don't think it's fair for me to go over and say blow-by-blow what occurred, but I think it's fair to say (pause) that there was a certain (long pause) behaviour that would not be acceptable in any code of ethics" (that word again) "which related to motor racing, either prior to the accident or when the accident occurred. The accident itself I put down to . . . or . . . a hot-blooded emotional reaction. I'm lost for a word to describe the . . . instantaneous reaction by him that caused the accident, that might certainly not have occurred had it been another driver, of top calibre. This weaving business down the straights is just not acceptable, not under any circumstances. The blocking tactics: well, there are some drivers who

will block when you're trying to get past maybe some people might accept that as being cut-and-thrust, and part of the business, so let's assume that.

"I swear categorically that I was considerably ahead, in a position of having that corner tied down, when that accident occurred. As I've already said to you, I don't tell lies. When it comes to things like that, I'd rather walk away and say it hasn't occurred, but there is photographic evidence of it, and I don't have to justify it in my mind.

"People can say 'Well, you shouldn't have tried it on with Regga,' but I've been in motor racing a long time, and I'm very experienced at passing people. It's the first time it's happened in such a fashion. I don't think it was a blatantly intentional destructive move, I think it was one of spontaneity. I'm not accusing Regazzoni of deliberately crashing into me, not at all, I just say it was an irrational move, that's all."

There was a strong public reaction to the Nurburgring incident, not entirely pro-Stewart, especially in Switzerland, where some journalists wrote that Jackie had indulged in brinkmanship with a character who was too hard for him. Not everyone savours the Stewart militancy (it is argued also that war hasn't been the same since they replaced horses with tanks), and this took vocal form on the one occasion when Stewart raced last year at Brands Hatch for the GP. It was even reported that the Tyrrell was greeted by boos when it appeared for first practice. Motor racing's self-appointed PR man, it seemed, was slipping in his own personal relations.

I wondered if Jackie had been aware of this. Inevitably, he had. "I don't expect to be loved everywhere, because I am very outspoken, and because I'm answering your questions with total honesty without thinking to myself that I can project a nicer image by saying it differently.

"When you're that honest, and that frank, and that blunt, you're obviously going to

upset someone. Now the percentage at Brands Hatch started with a group of mechanics in their enclosure. I know where it started, because it's my business to find out, and I know the circumstances of it. It wasn't as widespread as some people would like to make believe. If you had stood with me, signing autographs for an hour after the race, you'd have to agree that not everybody hates me.

Possibly they booed because he only races once or twice a year in England? "Yes, I think they do resent that fact. But what do they expect me to do, carry the car around on my back? It's not my decision whether we race or not, it's Ken Tyrrell's decision. If he decides that economically it's unsuccessful for him to race at Brands Hatch in the Race of Champions, because he's trying to get his new car ready, and because Elf is a French company, then that's his decision. If there were three non-championship F1 races in France this year, then I'd be driving in them all, whether I liked it or not.

"But I can't go along to Ken and say 'For my British public I want to race in every non-championship event,' because he would turn to me and ask 'Well, do you want a car for the Spanish GP or don't you?' or he would tell me I was going to pay the engine bill, because what we get paid to go to Brands Hatch doesn't even pay the engine repair bill. It's not my fault, so why should I sit back and be criticised and abused for something which has absolutely no bearing on my situation?"

Even so, Jackie's opinions on British motor racing reflect accurately those of Tyrrell and the Formula 1 constructors. "I believe there is too much motor racing in Britain. I haven't studied it closely, but if we have five or six races in Britain each year, where F1 cars are taking part, then I think it's too much. Britain you know, is the only place that's bringing the value down. If only they had been in South America and seen the crowds, or seen the way the press has promoted motor racing there! It's deplorable how badly the British

press—and it's only the trade press—has condemned our sport. How can you condemn a sport that's so strong, and has a worldwide appeal like ours has? What with Chapman doing all that, and Tyrrell, to build up the prestige of an engineering country? The press is just turning round and slapping it in their faces. Maybe it's a British habit to abuse their own.

Without Stewart, there would be no top-line British driver capable of winning regularly. Are we becoming too multi-national in our reactions? Jackie thinks so: "In Brazil the crowds chanted for a racing driver, Emerson. That's healthy stuff: I don't care if it wasn't for me, after all, Brazil's a country, and I was very proud and pleased that motor racing is so well received and wanted as that."

The suggestion about "withdrawal" again implied that Jackie is thinking of retirement. Who, I asked, would come to take his place? "There's Emerson, and Ronnie, and I think Francois too. These are the three that spring immediately to mind. And I think Peter Revson. These are the four, Peter's experience is already so good, and I think his age is on his side. Every year he gets faster and better, so he must be in that group."

Retirement or no, Jackie does not intend to starve. He's had Mark McCormack managing his finances for four years now, and the liaison looked so rewarding that both Levert and Revson signed up too. I asked Jackie what exactly Mark had achieved with him.

"There's Wrangler clothing, and I have the clothing line in Spain plus another in Japan. I've got a lot of different items, especially if I tell you that my non motor racing income is now about 50 per cent of my racing income."

There is one important ingredient in the McCormack system, that is it's a SuperStar system. You must understand that you can't make money on a promotional level when you are not a SuperStar, so it's an investment for the future to join McCormack, getting their expertise in a management field, in the accountancy and legal levels. The people who make the real money from McCormack are those like Arnold Palmer who make two-three million dollars a year, people like Jack Nicklaus (before he went his own way), Gary Player, Tony Jacklin, Jean-Claude Killy, Rod Laver, Pelé, all top SuperStars.

"McCormack has done a good job for me—I think—around the whole world. I'm known now in America and round the world, so that now I'm commercially valid to a lot of companies. I have company affiliations round the world numbering 25 or 28. Some of them are very mild, they don't use me out in the open, they use me internally.

"At this level, it really pays off. There's the ABC TV situation in America, and the exposure there is enormous. For instance, if I do a Wrangler deal, and we do a Jackie Stewart/Wrangler line of products, when Jackie Stewart's in front of an American TV audience of 30 million, it's an extremely good thing for Wrangler, as indeed it is with any other product line of identification."

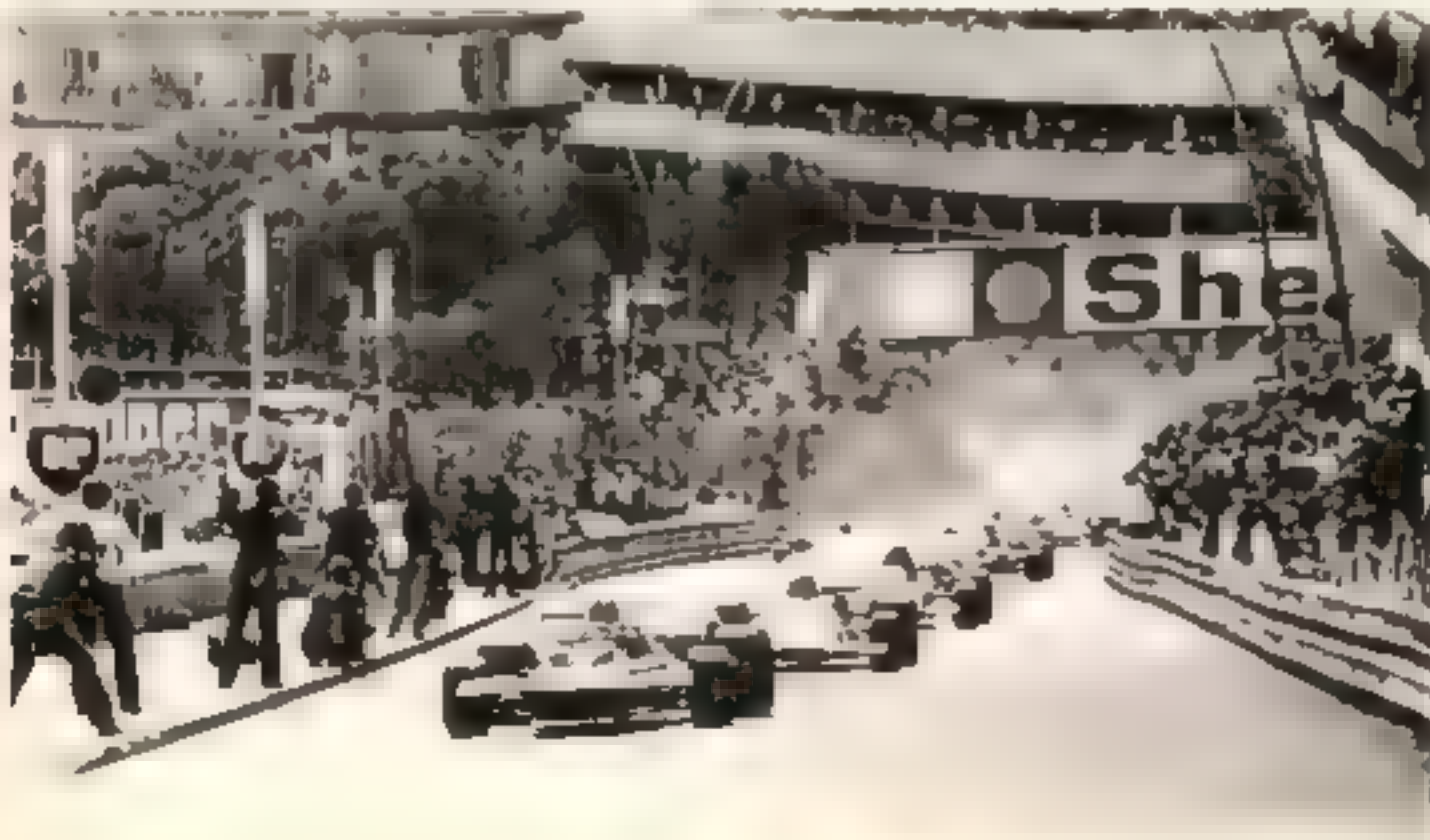
Could it be the businessman in Stewart that people have learned to dislike? The fact that he has made motor racing reward him on his terms, and succeeded?

"I know people might disapprove of the sort of media that I appear in, I expect people to dislike it, and I can understand that. But I say to myself that if I were to please them, I'd keep quiet. I wouldn't appear in the Daily Express, or be seen on American TV. There would be no Radio Times story, no Playboy interview. Nor would I do anything to expose the sport, or the commercial advantages to be reaped from the sport. So I hope that I've done some service to the sport by the way that I've allowed myself to be carried, by a good number of different companies and people."

And when Stewart finally does decide to bid the sport "goodbye," spare a thought for the first British racing driver to move away from Britain for financial reasons. His name was Jim Clark, whose example Jackie Stewart has always tried to follow.



The second of three wins at Monaco in 1971—the Tyrrell championship year (above). JYS scored March's only championship win to date at Jarama in 1970



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Pictured: The 18ct. gold Day-Date and Lady-Datejust, both with matching bracelets.



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Peter Wardle leads John Nicholson and Geoff Friiswell in the Atlantic race

BRANDS HATCH

Pop-star entertainment at Luxembourg day

By PAUL KING Pictures by GERRY STREAM

Eleven thousand spectators turned up for the much publicised Radio Luxembourg Day at Brands Hatch last Sunday. The Sutton and Cheam MC had quite a task on their hands keeping the teeny-boppers off the circuit, but they coped with the situation pretty well, although one girl managed to get on the track during a race, being whisked off as quickly as she had run on. Radio Luxembourg sponsored cars also had a good day, the Shell-Sport F5000 Lola of Tom Baise winning the closely fought libre race, with both the Lola and Vern Schuppan in the Rondel Racing F2 Motul breaking the libre record.

Luxembourg disc jockeys Tony Prince (the Royal Ruler) and Paul Burnett, interviewed a host of pop stars including Sade, which gave the security forces a bit of a headache. Suzi Quatro, New World and the delicious Olivia Newton-John, who all seemed to be enjoying themselves. Dennis Priddle gave the Shell-Sport Luxembourg dragster a demonstration, and came very close to having an accident on top straight. On the racing side Rob Mason (Mini Clubman) and Nick Whiting (Ford Escort) scored wins in the MCD Saloon championship races while Peter Wardle's luck held out for a change, his Surtees TS15 scoring maximum points in the BP Formula Atlantic Championship round. The BDRC's Tony Salmon chose Brands for him to present David Purley with an award for his Zandvoort bravery, the presentation being very well applauded. The popular Bognor Regis driver went on to win the Shell-Sport Mexico race.

After early morning fog had delayed practice, training sessions got under way for Formula Ford, the winner of their 10 lapper collecting the Lindalr Trophy. Practice had decided that Frank Hopper's Royale would be on pole, while Richard Morgan's Ray and Will Arif's Merlyn Mk 20A would join him on the front row. The Irishman's Royale led

off the line followed by Morgan, while Arif lost third place by spinning at Druids on lap 3. Morgan stayed with Hopper for nine and three-quarter laps, coming to grief at Clearways on the last lap when Mike Morland's Royale moved over to let Hopper through but did not see the Ray which was trying to get inside Hopper. The ensuing tangle eliminated both the backmarker and Morgan. This gave Jorge Koechlin's Merlyn second place after he had disposed of Mike Blanchet's Lotus 61M on lap 4, who was demoted another place by Len Fletcher's Merlyn at the end of lap 5.

For the preliminaries leading up to the Mexico race for pop stars there seemed more people on the grid than for a GP. Cars were allotted to the stars by drawing the number out of a hat as is usual when the Shell-Sport Mexico are being used. Suzi Quatro planned to have a race, but had to withdraw, "I have a fever" she explained in her strong Detroit accent, while members of Sade arrived too late to practice. With a name like Keith Emerson, the one-third part of Emerson, Lake & Palmer, he had to be pretty good, and in fact he was by making the early running from the third row. However, jazz king Ronnie Scott had benefited from an MRS course, and he was shadowing Emerson closely. His relentless pressure paid off, for when he took the lead on Bottom Straight on the second lap, the rock artiste had a big spin at Kidney and smote the bank quite hard. Emerson's colleague Carl Palmer obviously was amused at what had happened and he promptly went off at Clearways with very little damage. Greg Lake kept his head however to finish second well behind Scott and well ahead of Geordie Brian Gibson.

Although John Schneider's Mini was on pole he couldn't make good use of it and it was left to Rob Mason's Clubman to lead the smaller MCD Saloon championship round from

start to finish. Making a rare visit to the south, Alex Clacher got his Imp past Peter Baldwin's Cooper S on the third lap, and after several attempts to oust Mason, he tried a little too hard at Clearways on the last lap, spinning down to third place. Behind the fourth placed Sigma Mini of Roger Saunders, Schneider had his mirrors full of Neil Dineen's 850 class-leading Mini, and they were given the same time after 10 laps.

For the quality of the entry for the 20-lap BP Formula Atlantic Championship round, the racing was a little disappointing. Three different marques occupied the front row, Peter Wardle's Surtees-Eden TS15 claiming pole, 0.2 s quicker than joint championship leader John Nicholson in the Pinch (Plant) Lynceer with self-prepared BDA with Geoff Friiswell's March-Hart 73B completing the front row. David Purley's March-Lac 722 equalled the ex-Clubmen's star time and the F1 newcomer was joined on the second row by Cyd Williams' Graham Eden Racing Brabham-Eden BT40.

Wardle set the pace right from the beginning from Nicholson, Friiswell, John Wingfield's Marshal Wingfield Brabham BT40 (his self-tuned car making a good start from the middle of the third row), Williams, Stan Matthews' Promoto March RES 723, Jas Patterson's March-Hart 73B and Purley, who had some work to do after a tardy start. It was the Lac driver who injected a bit of life into the race, picking up a place on the second lap and two places on the next tour, although it wasn't until lap 7 that he got to within striking distance of little Cyd. With Purley pressing Williams, the two of them hauled themselves up to Friiswell, Wardle and Nicholson lapping 2-3 s apart. They were still in the same order at half distance, Purley being followed by Wingfield, Matthews, Patterson and Stephen Choularton's March RES 73B which had Ken Bailey's H & J Quick Group March-RES breathing down its exhaust pipe.

With six laps to run Friiswell made his third place a little safer, while a lap later Purley lost touch with Williams when the March ran wide at the bottom of Paddock, and so the top 10 places remained static for the second half of the race. With his second place Nicholson now has a four point lead over Purley, these two seemingly being the only ones now involved in the title chase, as the next two in the series, Colin Vanderveil

and Tom Pryce are more involved in Formula 1.

Owing to an organisational cock up, Martin Thomas' new Chevrolet Camaro was turfed off the middle of the front row for the production saloon race and put at the back, as Thomas was only a reserve and it was thought that 20 cars were already on the grid. For this Radio Luxembourg Trophy race it was only right that Tony Lanfranchi's ShellSport Luxembourg 3.0 BMW SI should be on pole although he was beaten into Paddock by Holman Blackburn's Hermetite Products 3.0 Capri. For the first four laps the Capri and the BMW crossed the line absolutely side by side, the BMW doing most of the leading. Unfortunately Blackburn lost touch on lap five with a big moment up Pilgrims Rise, and the big BMW, the handling of which had deteriorated considerably overnight, romped away to another easy win. Meanwhile Thomas was rocketing through the field, moving into second place at the expense of Blackburn on lap six, but he could not make too much impression on Lanfranchi, falling short by 5 s. Zekia Redjep drove a steady race with his 3-litre Capri to finish fourth ahead of David Cox's Mazda RX3, the first five all being in the b g class.

In the absence of Bernard Unett, Richard Scantlebury's Opel Ascona finished sixth and topped the £1050 to £1500 class. Les Nash's Morris Marina and Tony Stubb's Moskvich won the two smaller classes with ease. Break fast host Noel Edmonds should have had his first "proper" race with a Mexico sponsored by the Romford Carpet but Noel wasn't so super in practice, and slid off at Clearways.

Formula 1, sports cars, F5000, GI rally cars and now Formula 2. Vern Schuppan has really been through the formulae this year, and it's been most unfortunate that he has been unable to secure a regular drive. This time he was deputising for Tim Schenken who was deputising for Tom Pryce in the works Luxembourg Rondel Motul M1. Schenken's car in fact. Deighted with the car, he annexed pole for the 20-lap Radio Luxembourg Trophy Formula libre race. Radio 208 were also represented in the middle of the front row by Tom Belso's F5000 Lola T330 in its usual ShellSport colours and David Purley's FA March completed the front rank. Tony Trimmer's Portobello Inn F5000 McLaren M18 shared the second row with Jas Patterson's FA March, and in fact it was Trimmer who made the best start, Schuppan struggling a little at the start. Belso got by Trimmer at the end of the opening lap and for the next 10 laps he turned into a bit of a procession. Then on lap 11, Trimmer and Schuppan closed up on Belso and we had a race on our hands. Although the order remained the same when the chequered flag came out, a second covered them. Over-taking with these expensive cars wasn't really on the cards with a lot of slower Formula Ford also circulating, although both Schuppan and Belso knocked 0.8 s off Alan Hollinson's libre lap record. Purley and Patterson finished in lonely fifth and sixth places the only others to complete the full distance.

The big MCD Saloon championship race saw two firsts. The first time Colin Hawker's immaculate Toleman's Delivery Service DFV engined Ford Capri had appeared in public, and also the first time Chris Meek's F2 BDG engined Princess Ita Ford Escort had appeared at Brands. Although the Escort was quickest in practice breaking the lap record in the process, as both he and Hawker were reserves they were on the back row too. It's about time the rule regarding reserves and grid positions is clarified once and for all.

Meek's path to Paddock was completely blocked so he had to take things steadily as Nick Whiting's Escort streaked off into the distance followed by Rob Mason's Arco Mini. By the fourth lap Meek was in second place over 10 s behind Whiting. However Meek was unable to make any impression on Whiting as a rear wheel was falling off as the suspension was about to collapse. Mason looked to have a secure third place, but Brian Cox's Longman BDA Mini Clubman was travelling up the lap charts quickly after



Lanfranchi heads the ShellSport Mexico contenders, while autocrossing goes on behind.

starting from the back, failing to catch the more conventional Mini by 0.6 s. After planting his Angus twin-cam on the middle of the front row, Tony Mann was running third, until he spun down the field at Paddock on lap three, Tony Sugden's similarly-engined Brook Hill Escort inheriting the place until Meek came on the scene.

The ShellSport Celebrity Mexico race was the best of the day. From the middle of the front row Tony Lanfranchi made the running, and had a handy lead until lap seven when Rob Mason caught on to his tail. The dice ended unfortunately, when Mason gave Lanfranchi an unnecessary shove at Druids and they both went spinning down the hill, leaving David Purley to claim the Ekco Hostess cabinet heat tray for the winner. The

F1-FA driver hadn't found it easy however starting from the sixth row, his hardest task being to get by the impressive star MRS pupil Trevor Scarborough, who was mixing it with the best of them. Trimmer was also involved with the leading group, but he was edged out of third place on lap five by Scarborough, dropping another couple of places before the finish. Although only inches separated Scarborough and Whiting for second place 0.4 s separated them on the watch Norman Greenaway caused a certain amount of amusement by making sure everyone knew that fellow commentator Anthony Marsh was last on every lap. Noel Edmonds was also given a run, finishing 11th after a couple of moments. As the results sheet said—"Race Incidents: Numerous."

Schuppan, Belso and Purley start off the front row in the Atlantic race



Lincoln Trophy Formula Ford race (10 laps) 1. Tony Mann 2. Tony Sugden 3. Tony Mann 4. Tony Mann 5. Tony Mann 6. Tony Mann 7. Tony Mann 8. Tony Mann 9. Tony Mann 10. Tony Mann

Radio Luxembourg Radio Of Trophy Ford Escort Mexico race (10 laps) 1. Tony Mann 2. Tony Mann 3. Tony Mann 4. Tony Mann 5. Tony Mann 6. Tony Mann 7. Tony Mann 8. Tony Mann 9. Tony Mann 10. Tony Mann

MCD Special Saloon Car Championship up to 850 cc and 851 to 1000 cc (10 laps) Overall and 851 to 1000 cc class 1. Tony Mann 2. Tony Mann 3. Tony Mann 4. Tony Mann 5. Tony Mann 6. Tony Mann 7. Tony Mann 8. Tony Mann 9. Tony Mann 10. Tony Mann

GP Formula Atlantic Championship 20 laps 1. Peter Walder 2. Peter Walder 3. Peter Walder 4. Peter Walder 5. Peter Walder 6. Peter Walder 7. Peter Walder 8. Peter Walder 9. Peter Walder 10. Peter Walder

Radio Luxembourg Trophy Production Saloon Cars up to 1000 cc 1. Tony Mann 2. Tony Mann 3. Tony Mann 4. Tony Mann 5. Tony Mann 6. Tony Mann 7. Tony Mann 8. Tony Mann 9. Tony Mann 10. Tony Mann

ShellSport Celebrity Ford Escort Mexico race (10 laps) 1. David Purley 2. David Purley 3. David Purley 4. David Purley 5. David Purley 6. David Purley 7. David Purley 8. David Purley 9. David Purley 10. David Purley

Under 1000 cc 1. Tony Mann 2. Tony Mann 3. Tony Mann 4. Tony Mann 5. Tony Mann 6. Tony Mann 7. Tony Mann 8. Tony Mann 9. Tony Mann 10. Tony Mann

1000 to 1500 cc 1. Les Nash 2. Morris Marina 3. Ray Smith 4. Ford Escort Sport 5. Ray Smith 6. Ray Smith 7. Ray Smith 8. Ray Smith 9. Ray Smith 10. Ray Smith

Radio Luxembourg 1000 cc Formula Libre race (20 laps) 1. Tom Belso 2. Tom Belso 3. Tom Belso 4. Tom Belso 5. Tom Belso 6. Tom Belso 7. Tom Belso 8. Tom Belso 9. Tom Belso 10. Tom Belso

MCD Special Saloon Car Championship 1001 to 1300 cc and over 1300 cc (10 laps) 1. Nick Whiting 2. Nick Whiting 3. Nick Whiting 4. Nick Whiting 5. Nick Whiting 6. Nick Whiting 7. Nick Whiting 8. Nick Whiting 9. Nick Whiting 10. Nick Whiting

Over 1300 cc 1. Whiting 2. Meek 3. Tony Sugden 4. Ford Escort TC 5. Whiting 6. Whiting 7. Whiting 8. Whiting 9. Whiting 10. Whiting

ShellSport Celebrity Ford Escort Mexico race (10 laps) 1. David Purley 2. David Purley 3. David Purley 4. David Purley 5. David Purley 6. David Purley 7. David Purley 8. David Purley 9. David Purley 10. David Purley

1000 to 1300 cc 1. Meek 2. Meek 3. Meek 4. Meek 5. Meek 6. Meek 7. Meek 8. Meek 9. Meek 10. Meek

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The hectic battle for second place in the opening laps of the Clubman's Super Sports race featuring the U2s of Rothwell, Martin, Mallock, Sytner, Conroy's Gryphon C73 and Martin's U2

MONDELLO

Heeley wins for Gryphon

The weather men had all his demon tricks lined up for the Carlow Car Club's ShellSport Mexico Meeting at Mondello Park on August Monday (6th), including downpours of rain, thunder and lightning, bitterly cold winds, and brilliant sunshine, all of which was accepted good humouredly by a large holiday crowd who enjoyed a fabulous afternoon's racing. Ken Fildes scored a brilliant win in the ShellSport Mexico feature, the Formula Ireland man showing everyone the way to do it in the first part and finishing second to saloon man Vinney Moy in the second part to take the overall placing on aggregate results. Ford of Ireland and Irish Shell & BP Ltd, borrowed the impressive fleet of colourful ShellSport Mexicos for the occasion.

Four British clubmen, who had raced at Mallory on the previous day, made it to Mondello the long way around, via Liverpool and Belfast, for the ShellSport Super Sports race, but had to play second fiddle to Irishmen Richie Heeley (Gryphon C73) and Mike Martin (U2 Mk 12), with Frank Sytner taking his U2 Mk 118 to third ahead of the similar works car of Richard Mallock.

With P J Fallon's MG Midget sidelined on the first lap with clutch trouble, it was left to the similar cars of Brian Tuohy and Don Kiskane to dominate the opening race, for modsports, with Tuohy taking the honours by 2.2 s and no one else in the hunt at all. There was a similar result in the Formula Ford, with Paul Eastwood taking his Crosslé 25F to a 2.2 s win over the Marilyn Mk 20 of Harry Acheson.

Ken Fildes certainly weighed up the handling of a ShellSport Mexico in the first 10 laps for these cars, and using all the road by letting the car slide out of every corner before gently turning on the power, he gradually but surely pulled away from the rest of the pack. After much spinning, bumping and boring, the final order was Fildes by the huge margin of 24.8 s over David Hall, who pipped Patsy McGarrity for second by 0.8 s, with Richie Heeley a close fourth in front of Don Kiskane and P J Fallon.

U2 men Frank Sytner and Richard Mallock were badly hand-capped by tyres for the ShellSport Super Sports race, having a choice of only slicks or narrow wets but none of the essential wide wets for the prevailing track and weather conditions. Worse off of all was Steve Russell, who had previously raced a Formula Ford on one occasion at Mondello, but whose U2 was equipped only with slicks. Richie Heeley, his Capital Tea Gryphon on the latest Firestone 2WB 38s rocketed off the line to lead into Shell, and a truly amazing second was Ivan Rothwell in

his smart Toffo-U2 Mk 118 in front of Richard Mallock and the Liam Cullen Gryphon C73 of Richie Conroy. From the back of the grid, having missed most of the first official practice session came Mike Martin in the de Dion axle, Motor Supplies' Combat Cancer, Martinised-U2 Mk 12, followed by Frank Sytner and Tony Martin, also from well down on the grid.

Out front Heeley proceeded to open a respectable gap, with Rothwell grimly holding on to his second spot. On lap 3, Steve Russell retired as the rains started to fall and on lap 4, Mike Martin took over second from Rothwell. By the fifth lap it was really wet, and the pressure was too much for Rothwell who fell right back behind Martin. Mallock, Sytner and Tony Martin, and on the next lap, Rothwell was taken by Conroy. There was just no catching Heeley, despite a slight nonsense on to the grass at Shell, but Mike Martin spun on lap 6 and on lap 7 and he fell back behind Mallock and Sytner. It was Mallock's turn to spin next, so that on lap 8, the order was Heeley, Sytner, Martin, Mallock, Tony Martin, Conroy and Rothwell, with an unhappy Peter Evans trailing the field in his Lotus 7X based Access, which had spent more than half the race on only two cylinders and decided to fire on all four as Evans contemplated retiring. On the last lap, Sytner half spun and Mike Martin nipped through to second by just 0.2 s, with Mallock 2.4 s down on his compatriot, and Irish ShellSport Championship leader Tony Martin taking a secure fifth.

Ken Fildes led the Formula Ireland race for one lap in the Luke Duffy Crosslé-Vega

Formula Ireland Crosslé driver Ken Fildes won the ShellSports Mexico feature

22F, until Nelson Todd powered past on the main straight as though he had an extra gear in the Charles Hurst Crosslé-Hart 22F. Dermot O'Leary drove a great race in the Crane Hire Lotus FVA 69 to take third and hold off the similar FVC-powered car of Walter Kinnear, and finishing a long way in front of Arthur Collier's FVC-powered Chevron B19 23. Best placed clubman, in the absence of Richie Heeley, was Tony Martin whose U2 Mk 1.8 beat the Lotus-FVA 69 of Paddy Farrelly. Mike Martin, Peter Evans, John Burke (Lola T100 t/c) completed 9 laps, and Steve Russell only got in 7 laps with his U2 Mk 118.

In the second ShellSport Mexico race, Ken Fildes again drew No. 1 car to take pole position, but it was Vinney Moy in Escort No. 8 who took over the lead on lap 2 to win from the closely bunched trio of Fildes, Richie Heeley and David Hall. On aggregate it was Fildes by 16 s from Hall, with Heeley only 1.4 s down on the second man.

BRIAN FOLEY

Modsports sponsored by W J Frenderghat & Son
4 laps 50.03 mph 1. Don Kiskane 1.1 MG Midget 2 m
2. m 30.4 s 3. Fallon 4. m 30.4 s 5. m 30.4 s 6. m 30.4 s
7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s
15. m 30.4 s 16. m 30.4 s 17. m 30.4 s 18. m 30.4 s
19. m 30.4 s 20. m 30.4 s 21. m 30.4 s 22. m 30.4 s
23. m 30.4 s 24. m 30.4 s 25. m 30.4 s 26. m 30.4 s
27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s

Formula Ford sponsored by Irish Industrial Gates
4 laps 50.03 mph 1. Paul Eastwood 1.1 MG Midget 2 m
2. m 30.4 s 3. Fallon 4. m 30.4 s 5. m 30.4 s 6. m 30.4 s
7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s
15. m 30.4 s 16. m 30.4 s 17. m 30.4 s 18. m 30.4 s
19. m 30.4 s 20. m 30.4 s 21. m 30.4 s 22. m 30.4 s
23. m 30.4 s 24. m 30.4 s 25. m 30.4 s 26. m 30.4 s
27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s

Shell Sport Ford Escort Mexico Race 1 (10 laps)
1. m 30.4 s 2. m 30.4 s 3. m 30.4 s 4. m 30.4 s 5. m 30.4 s
6. m 30.4 s 7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s 15. m 30.4 s
16. m 30.4 s 17. m 30.4 s 18. m 30.4 s 19. m 30.4 s 20. m 30.4 s
21. m 30.4 s 22. m 30.4 s 23. m 30.4 s 24. m 30.4 s 25. m 30.4 s
26. m 30.4 s 27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s

Shell Sport SuperSports Championship round 2 (10 laps)
1. m 30.4 s 2. m 30.4 s 3. m 30.4 s 4. m 30.4 s 5. m 30.4 s
6. m 30.4 s 7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s 15. m 30.4 s
16. m 30.4 s 17. m 30.4 s 18. m 30.4 s 19. m 30.4 s 20. m 30.4 s
21. m 30.4 s 22. m 30.4 s 23. m 30.4 s 24. m 30.4 s 25. m 30.4 s
26. m 30.4 s 27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s

Modified Saloons (10 laps)
1. m 30.4 s 2. m 30.4 s 3. m 30.4 s 4. m 30.4 s 5. m 30.4 s
6. m 30.4 s 7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s 15. m 30.4 s
16. m 30.4 s 17. m 30.4 s 18. m 30.4 s 19. m 30.4 s 20. m 30.4 s
21. m 30.4 s 22. m 30.4 s 23. m 30.4 s 24. m 30.4 s 25. m 30.4 s
26. m 30.4 s 27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s

Formula Ireland sponsored by Irish Industrial Gates
4 laps 50.03 mph 1. Paul Eastwood 1.1 MG Midget 2 m
2. m 30.4 s 3. Fallon 4. m 30.4 s 5. m 30.4 s 6. m 30.4 s
7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s 15. m 30.4 s
16. m 30.4 s 17. m 30.4 s 18. m 30.4 s 19. m 30.4 s 20. m 30.4 s
21. m 30.4 s 22. m 30.4 s 23. m 30.4 s 24. m 30.4 s 25. m 30.4 s
26. m 30.4 s 27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s

Shell Sport Ford Escort Mexico race 2 (10 laps)
1. m 30.4 s 2. m 30.4 s 3. m 30.4 s 4. m 30.4 s 5. m 30.4 s
6. m 30.4 s 7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s 15. m 30.4 s
16. m 30.4 s 17. m 30.4 s 18. m 30.4 s 19. m 30.4 s 20. m 30.4 s
21. m 30.4 s 22. m 30.4 s 23. m 30.4 s 24. m 30.4 s 25. m 30.4 s
26. m 30.4 s 27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s

Shell Sport Ford Escort Mexico overall results two
10 lap team 1. m 30.4 s 2. m 30.4 s 3. m 30.4 s 4. m 30.4 s 5. m 30.4 s
6. m 30.4 s 7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s 15. m 30.4 s
16. m 30.4 s 17. m 30.4 s 18. m 30.4 s 19. m 30.4 s 20. m 30.4 s
21. m 30.4 s 22. m 30.4 s 23. m 30.4 s 24. m 30.4 s 25. m 30.4 s
26. m 30.4 s 27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s

Shell Sport Ford Escort Mexico overall results two
10 lap team 1. m 30.4 s 2. m 30.4 s 3. m 30.4 s 4. m 30.4 s 5. m 30.4 s
6. m 30.4 s 7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s 15. m 30.4 s
16. m 30.4 s 17. m 30.4 s 18. m 30.4 s 19. m 30.4 s 20. m 30.4 s
21. m 30.4 s 22. m 30.4 s 23. m 30.4 s 24. m 30.4 s 25. m 30.4 s
26. m 30.4 s 27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s

Handicap sponsored by Clutch Services Ltd (10 laps)
1. m 30.4 s 2. m 30.4 s 3. m 30.4 s 4. m 30.4 s 5. m 30.4 s
6. m 30.4 s 7. m 30.4 s 8. m 30.4 s 9. m 30.4 s 10. m 30.4 s
11. m 30.4 s 12. m 30.4 s 13. m 30.4 s 14. m 30.4 s 15. m 30.4 s
16. m 30.4 s 17. m 30.4 s 18. m 30.4 s 19. m 30.4 s 20. m 30.4 s
21. m 30.4 s 22. m 30.4 s 23. m 30.4 s 24. m 30.4 s 25. m 30.4 s
26. m 30.4 s 27. m 30.4 s 28. m 30.4 s 29. m 30.4 s 30. m 30.4 s



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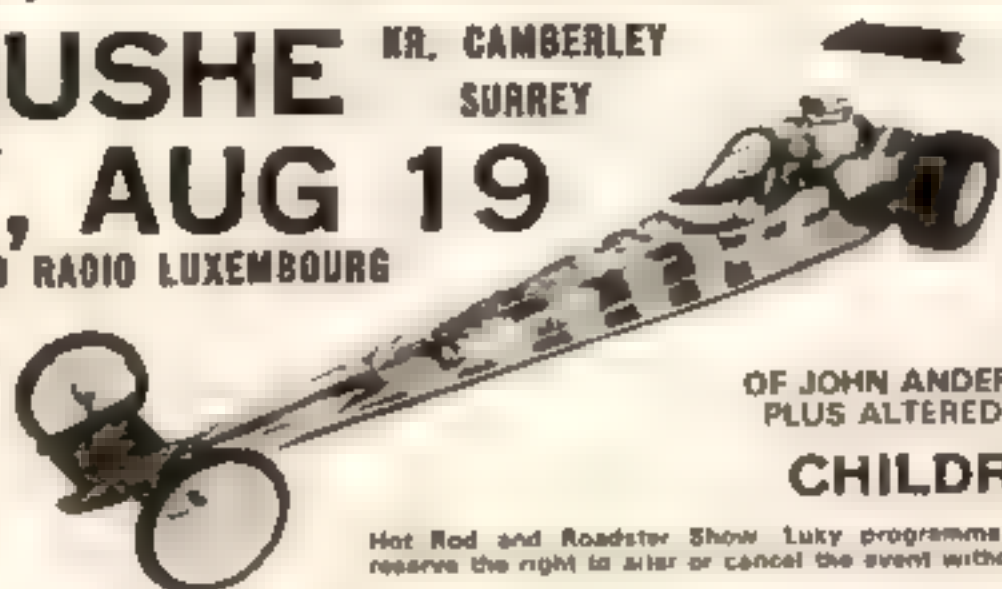
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Heavens and Fletcher head the grid at the new Luanda Autodrome for the first race.

Roger Heavens' opening Angola win

Story and photos by PAUL WATSON

The Angola sportscar series got under way on the last Sunday of July with the Two Hours of Luanda. The race should have been titled the Three Hours of Luanda, but with only an hour or so to go before the start the Fina petrol supply ran out in the middle of fuelling up, and by the time the army had flown in an emergency supply, the race had to be shortened by an hour so as not to run into darkness. The race was completely dominated by Roger Heavens with his 1930 cc Smith-engine (Chevron B21 23, although some smart tactics by Roy Johnson's team, nearly gave Jose L'Herite victory in his older 1800 cc B21. The South African John Rowe made third in his 1600 BDA engine B19, while "overseas" teams were also sixth, seventh and 11th. Roger Heavens' win was his third successive victory in Angola, 1972 having brought him wins at Luanda and Nova Lisboa.

ENTRY & PRACTICE

The new Luanda Autodrome is the brainchild of Angola's Antonio Peixinho, himself a well known Portuguese racing driver who has large business interests in Angola and who with his partners Doctor Pinto Da Fonseca and Rui Gonzaga Martins have, with the help and support of the Government, financed the Luanda Autodrome scheme.

For a country that could virtually engulf all of Western Europe, but whose population is only 4 million, the building of the Luanda Autodrome represents in itself a major financial gamble, but one that Peixinho is confident will pay off in the long run. It is the first closed circuit to have been built in Angola, although since its completion in February, 1972, another circuit at Benguela has also been constructed to help absorb the great enthusiasm for motor sport in this booming and very progressive Portuguese state.

The track itself constitutes only one part of the Luanda complex offering sleeping accommodation and full facilities for competitors; a motel, three swimming pools, a complete village of bungalows, shops, a football pitch, a cinema and many other modern facilities, not to mention a very advanced control tower and pit and paddock area. Regrettably however, the complex was not fully completed in time for this year's International event, but it should certainly be for the five-race series starts in 1974. Not all the circuit's safety features are completed and at present there are several places where an unsuspecting competitor can come to grief, a fact unfortunately brought home when Rob Grant had a very fast and nasty accident that resulted in no personal injury but a completely written off Datsun 240Z.

The Datsun was one of eight overseas teams to arrive for the three-race series, and this was further elevated by one with the last-minute inclusion of John Rowe's South African-entered Chevron B19. Star overseas

entry was Roger Heavens with basically the same Chevron B21 with which he won the two-race 1972 series so convincingly. Since then the car has been completely rebuilt and is now to full B23 specification. For Angola, the 1.8 engine Heavens had run in the Portuguese races was replaced by a fresh 1830 Smith. Co-driving with Heavens was his Springbok series partner Guy Turner who immediately set about putting up fastest lap in 2 m 21.63 s for the 8.280 kilometre circuit against Heavens' slightly more sedate 2 m 22.20 s.

On paper, Heavens' stiffest challenge would seem to have come from Mario Cabral and Antonio Peixinho in the latter's spanking new Lola T292 fitted with one of three 2-litre Schnitzer BMW engines. However, this was not to be, and second fastest in practice was Andrew Fletcher in his elderly Chevron B21 which started life as a B16 and was converted at the end of 1971 to B21 specification. Bill Tuckett, who had not raced since the Springbok Series also practised the car Fletcher's best lap of 2 m 23.13 s was a full 51 s faster than third man Tony Birchenough in the Dorset Foods-sponsored ex-Guy Edwards Lola T290: his time of 2 m 28.93 s failed to do him full justice, the engine running flat throughout practice. Several locals approached Birchenough and other European drivers to act as co-drivers, but their limited experience wasn't really suitable, and Birchenough elected to go it alone.

Fourth fastest was the Chevron B19 21 of Ian Harrower and James Bell, fitted like Birchenough's Lola with a 1.8 Richardson engine. Harrower proved quickest in practice with 2 m 29.74 s. This car had a very troubled practice, suffering among other things broken camshaft gear, and neither driver expected the engine to last more than a handful of laps. Following Harrower on the grid was the Spaniard José Uriarte in the Roy Johnson Alan Stubbs owned ex-Trevor Twaites Chevron B21 which sports a 1.8 Smith engine. Uriarte, who is better known

as the very rapid conductor of a Ford Escort, is now turning his hand to full time sportscar racing, and bearing in mind his previous experience in this class of racing, 2 m 31.10 s was a very fair performance. Roy Johnson was down to share the car.

Sixth on the grid was the Springbok regular John Rowe who had brought along his well used ex-Redman B19 for the second successive year. Rowe was co-driving with Pietermaritzburg garage owner John Truter and their red car was fitted with a mild but reliable 1.8 home-brewed BDA running on two twin-choke carbs, an unusual combination for two-litre sportscar racing. Both drivers practised and Rowe was fastest in 2 m 34.89 s.

Next was the coloured driver Santos Perra in Waldemar Teixeira's ex-Gold Leaf Nover Lotus 62, still fitted with the two-litre Vauxhall engine, and going as quickly as ever. Perra recorded 2 m 41.00 s, but subsequently failed to start after Teixeira fell out with the organisers over an extra pass for his wife! Another local car, an ex-John Wyer Gulf GT40, was next, painted up rather scruffily in Gulf colours but giving itself away by sporting two extraordinary and ungainly fins at the rear, which looked as though they should have supported a wing, but didn't. The GT40 was fitted with a 4.9-litre Gurney Weslake which had reputedly been untouched since the Kyalami 9-Hours of three or four years ago! Marta, owner of the Benguela circuit was the driver and the car recorded 2 m 43.02 s, nearly 10 s faster than Heider da Sousa's 1.8 Opel Manta which with 2 m 52.50 s headed the rather poor Group 2 entry.

Farther back Alan Stubbs started the already very sick 1.6 FVA-engined Scorpion JB4 owned by John Blackney, there were two noisy and moderately effective BMW 2002s: a 2.6-litre-Capri RS and a Group 4 2.0 Fiat Dino Coupé driven by a certain local who had only just got his licence back after a show of temper in front of the Governor when presented with second place prize after being personally convinced that he had won. What he said to the Governor is quite unrepeatable save to say that he told him what he could do with the trophy!

Fernando Coelho drove the ex-Peixinho 2-litre Alfa Romeo T33 which had lain idle for a year and then there were three further Lolas, all of them started on the back row of the grid. The Norwegian former stunt man Ray Fallo was entered at the last moment in his smart yellow Lola T292 fitted with a 1.8 Novamotor-tuned FVC, but this was his

first race since a good performance with José Dolhem in the Monza 2000 Kilometres, and frankly the car wasn't well prepared, with an average mechanic and not enough spares to run a three-race series. The car only got to the circuit on Saturday and failed to practise. Another car in trouble was the ex-Andre Verwey Lola T210 212 which first came to Africa for the Springbok series three years ago when driven by Hailwood. Luanda Circuit Manager Verwey was still looking after the car for its new owner Doctor Mobilio Albuquerque and his co-driver Jorge Pego. At dusk on Friday Pego went out in the car, did a couple of laps and then through lack of light succeeded in dinging the car against some rocks. The monocoque was quite badly "holed," but Verwey and English "Export Mechanic" Charles Scott set about rebuilding the monocoque with the assistance of a firm of aircraft engineers from Luanda Airport, the car being a runner without practice.

The 17th and final car to start was none other than Antonio Peixinho's new Lola T292 with Schnitzer BMW engine. Prior to Luanda nobody had handled the car, and from the moment Mario Cabral arrived to co-drive the car with Peixinho they were in trouble. Verwey and Scott sorted the chassis out but nobody really understood the workings of the Schnitzer electric. The car went out during unofficial practice on Friday, popped and banged round for a few laps and then stopped altogether. It missed official practice altogether, although Peixinho did take it out late on Saturday. Meantime Herr Schnitzer had been called for, and arrived early on Sunday to see what he could make of a bad job.

RACE

For a winter's day, Sunday at the Luanda Autodrome was incredibly mild. As the morning wore on, the sun grew hotter and by three o'clock in the afternoon some 30,000 enthusiastic Angolans had gathered round the seven kilometre circuit.

However, disaster nearly struck when right in the middle of fuelling up for the race the Fina reservoir ran dry thanks to a miscalculation on the part of the petrol people. Antonio Peixinho was quick to act and within the hour the army had arrived by helicopter with a supply of Avgas to be mixed with the small supply of regular fuel that remained. Then the Fina lorries arrived with a police escort and the day was saved, but not before a valuable hour had been lost which meant that by the end of three hours' racing it would be dark. Peixinho therefore had no option but to reduce the race distance to two hours, and therefore make it debatable as to whether the Chevrons and Lolas would have to stop for fuel.

This produced an interesting situation, and most teams decided to plan a stop near the end of the race. Not so, however, Roy Johnson who reckoned that with a bit of luck his car could make the distance without having to stop. This was the basis of Johnson's plan to challenge Roger Heavens' more powerful B23, and it very nearly worked.

At 3.30 pm, 17 cars came to the line for the start of the Luanda 2-Hours. Cabral made a startling getaway and as the cars disappeared from sight he was already fourth and pressing hard. After one lap only Heavens had broken away and was virtually on his own, trailed at a distance by Fletcher from Uriarte, Cabral and Harrower. Birchenough, Marta, Rowe and Albuquerque were in the next group, Stubbs was a lonely tenth and then came the rest, Fallo having messed up the start and now working hard to pull up on the backmarkers.

In these early stages all eyes were on Cabral. By the third lap the Schnitzer-engined Lola T292 was third while Rowe disposed of Emilio Marta's rumbling GT40 and set off after Birchenough's Lola T290. Even after four laps the leaders were beginning to lap the Group 2 and 4 cars. There was no holding Heavens in the B23 as he stroked it out in front, gradually pulling away from Fletcher who in turn was being caught quite quickly by the yellow Lola of Cabral.

Uriarte was having difficulty staying in front of Ian Harrower and by the fifth lap Harrower was anxiously looking for a way past the Spaniard which he found the next time round. The sixth lap was an important one, for although Heavens was in no danger whatsoever from anyone, both Fletcher and Cabral reared. Cabral's efforts to catch up from the back saw him pass Fletcher at the beginning of this lap, but before they were halfway round the Lola had spluttered to a stop out on the circuit with a very hot engine, while Fletcher coasted into the pits to retire after the neck and cap on the header tank had broken away at the start of the race and very nearly cooked his engine.

With these two major contenders out, Heavens had no further reason to worry as to what was going on behind him, for he now had nearly 10 s on Harrower and was drawing away all the time without needing to put strain on his engine. Harrower in turn had the measure of Uriarte while Birchenough's Lola T290 was fourth and still clear of Rowe although the latter was beginning to close the gap.

All eyes were now on Ray Fallo's progress, for without fuss he had quietly disposed of all the saloons and Group 4 cars and was now lying a progressive sixth behind Birchenough and Rowe. On lap 12, Fallo passed Rowe and a lap later Birchenough too to elevate himself to fourth and within striking distance of both Harrower and José Uriarte. It took him two more laps to catch and pass Uriarte, and although his times were continually a second or so slower than Heavens', and it looked as though with a bit more effort he might eventually be able to pull out that little extra which would enable him to draw in the leader. At 15 laps Heavens was nearly half a lap ahead of the field. Harrower was an impressive second and Fallo third and pulling away at great speed from Uriarte's Chevron B21. Birchenough was still being caught by Rowe, then came the well driving Lola T210 212 of Mobilio Albuquerque and the not so well driven GT40 of Emilio Marta who had an annoying habit of not using his mirrors when being overtaken.

Harrower's turn to be passed by Fallo came on lap 17 so that at 20 laps the order was Heavens, now almost forgotten so far in the lead was he, Fallo, Harrower, Uriarte, Rowe who had overtaken Tony Birchenough, Albuquerque, Marta, the BMW and the Mania still locked in battle, Ribeiro's Fiat Dino and lastly the Zeca Gomes/"Wimar" Capri 2600 RS. Then on the 21st lap the starter motor fell off Ian Harrower's Chevron and having run over it, he pitted immediately thinking he had a rear puncture. Harrower had to be push-started, incurring a one-lap

penalty which dropped him to ninth although still seventh on the road. Later the B19 came in to re-fuel and change drivers and a repeat push-start incurred a similar penalty.

After 30 laps the position was virtually the same save that Bell was now behind Pego in view of the driver change, although he re-passed on lap 32. Then on lap 38 Fallo's excellent drive ended with the Lola T292 abandoned out on the circuit having run out of petrol, thus putting Uriarte up to second, Rowe third and Birchenough into fourth. The Harrower/Bell B19 had stopped for a third time to take on water, again the car had to be push-started, thus collecting its third one-lap penalty.

The race now seemed settled, but then it all started happening when on the 42nd lap Heavens suddenly shot into the pits for fuel. The B23 was tanked up, but the water temperature was virtually off the clock and by the time the cap was off and the water in, Uriarte had slipped by into the lead thus justifying Johnson's gamble!

Twenty-five seconds later Heavens got going again, his times immediately dropping into the 2 m 22 s. It look as the race wouldn't make 50 laps, and on the 43rd, Heavens managed to take a full 7 s off Uriarte in just 6.3 kilometers. It was the same on the next two laps so that by the 45th, Heavens was within easy striking distance of Uriarte and there appeared to be about 10 m of racing still left.

By the 48th lap, Heavens was in the lead, having broken the lap record in the process, reducing 1 to 2 m 21.04 s or half a second better than Turner's practice time of 2 m 21.63 s. In the closing three laps Heavens eased off again and the flag came out at the end of the 48th giving the Abingdon driver his second victory, by a margin of 7.70 s.

José Uriarte was a little disappointed to be only second, while some really steady and reliable driving by Rowe gave the South African third place on the same lap as Heavens and Uriarte. Birchenough should have been fourth, but six laps from the end the high pressure fuel line broke, and he was lucky to be classified sixth behind Marta's GT40 and the Albuquerque/Pego T210/212. In spite of their three lap penalty, Harrower and Bell managed seventh, just out of the money while da Silva/Carneiro won the G2 class in their black 2002. The team prize went to "Team Azratz." In other words Heavens and Harrower/Bell, while the more important class winners were Heavens, Rowe and Marta, John Rowe's impressive performance with the under-powered 1.8 BDA-engined Chevron B19 gave him the index of

Novo Lisboa winner Fletcher leads down one of the town's main streets



LOTON

Lane beats Thwaites



Mike Flather John Meredith

Roy Lane's McLaren at the Triangle



In a real test of precision high speed driving the Loton Park hill record was smashed eight times at last Sunday's ninth round of the Castrol BARC Hill Climb Championship and no less than 12 class records were shattered as well. On a fine day, with conditions nigh perfect, a fairly good crowd, by Loton standards, witnessed one of the best hill climb meetings ever at the popular Shropshire venue with Roy Lane emerging as the outright victor.

With his Manpower McLaren M14D the bespectacled Warwick driver saved his best until the very last run when he grabbed the hill record with a tremendous run in 54.72 s to pip Richard Thwaites in his Eastern Carpet Stores McLaren M10B by 0.15 s. The ball had been set rolling by Chris Cramer, currently riding the crest of a wave of success, who took the Grunhaile Lager March up in 55.53 s on his first class run. Thwaites was fractionally behind this but Lane improved to 55.18 s. Cramer again broke the old record of Hepworth of 55.69 s on his second run, reducing it to 55.23 s but a slight misfire at the top of the course put Thwaites out of the picture for the time being and then Lane clipped another hundredth to leave it at 55.17 s as they went into the top 10 run-off, reduced to one climb because of lack of time.

Thwaites was the first of the three main contenders to run and he flew up with everything really on song to become the first man to get into the 54 s bracket and although Cramer again reduced his time, to 55.03 s, all eyes were on Lane and he smoked off the line in a blistering crescendo of noise, and neat throughout, he broke the timing beam with 54.72 s to round off the season of hill climbing for the Hagley & District LCC.

In the championship overall Mike Flather, after an early fright, continued his shattering of class records with his supercharged B98 Aldon Mini, taking the up to 1150 touring class in 68.87 s, just over a second and a half better than his April record. Flather now has 69.21 marks in the championship from a possible maximum of 70 marks and is going to be declared the new champion very soon. For once John Meredith did not come second in his Mini, this honour going to Graham Brooks in the Escort who was half a second quicker while in the up to 1500 cc class John Davies and his wife, Carol, went away rejoicing. John collected the class with the Mini in 64.93 s, threequarters of a second up on Nicky Porter's previous record leaving the West Auckland

driver with second place. Carol, after quick removal of the exhaust, went up in 65.00 s to take the ladies award.

Alex Boyle was the third man to collect a new record with a run in 64.67 s to swamp minimal opposition in the combined special saloons up to 1000 cc and the over 1500 touring and the surprise in the big special saloon class was the fine form of Mike Beckett in his 2-litre Anglia who collected the class in 63.46 s beating such worthies as Jim Thomson (Firenze was off colour) and Norman Adams who had a black day with two fails. There was a ray of sunshine for Brian Kenyon with the Sprite, who while never showing his best form (he's had an awful season and has lost a little of his confidence) took a first class award with 68.41 s in the combined marque sports all capacities class where the winner was Robert Speak who took a huge 2.29 s off his own record with the Elan in getting down to 62.31 s.

Next record to go was Chris Seaman's 1972 time of 67.29 s in the mod sports car class. The conqueror was Richard Churchley with his Sprite who smashed it well and truly in 63.90 s on his second run, having reduced it earlier to 64.94 s and it was record breaking again in the over 1300 cc class where Nigel Pow clipped 1 1/2 s off with his E-type in 63.89 s while Mike Overton's Marcos was only 0.01 s outside the previous record to take second. So to the clubman's sports where competition was really fierce. Dr George Whittingham slammed his DMW up in 80.93 s to set the pace on the first run, a mere 3 1/2 s inside the record, and miles ahead of the field. But it was not to be his record for along came Jeremy Hunt with his Mallock Mk 11, having failed his first run, to produce a tremendous 60.35 s. Dr George tried manfully to match this but, although he improved fractionally he was three-tenths away and had to settle for runner-up spot.

Having seen his up to 1300 cc class record taken away from him Richard Jones, now in the up to 1600 cc class with his Mallock Mk 11B, promptly set about getting his name back in the records which he did in fine style taking the class in 58.59 s, no less than 4 s better than David Morris's 1972 record. Morris defended his title strongly but with 58.16 s he had to give best on the day. The ninth record to be blasted to smithereens came in the over 1600 cc GT and Sports Racing class where a lonely Reg Phillips took his Chevron B19 up in 58.44 s to clip 0.22 s off Tony Bancroft's year-old record but poor Phil Scrags had an awful time and did not get in a really competitive run all day with his Chevron BMW.

David Franklin was in a class on his own with the Huntsman Vixen in the up to 1100 cc racing car class and he twice broke his own record to get down to 58.18 s and finish some 3 s ahead of the rest of the class with David Way's Brabham BT18 just getting second in front of Paul Squires (Brabham BT28). Trying new gear ratios proved successful for Ken MacMaster in the next class where his GRD clipped half a second off his four-month old best and with 56.45 s he was some 3 s up on Peter Varley's Brabham BT21C.

So to the climax of the event with great performances from the top three of whom only Cramer was slightly detuned with his March T23 very slightly off the knife edge of performance but everyone who saw Lane's final run will agree his was a masterly performance.

BYO	R	Lane	McLaren M14D	54.72 s	record
Class winners	M	Flather	MINI	68.87 s	record
Davies	per	S	McLaren	64.93 s	1st
Boyle	per	S	McLaren	64.67 s	2nd
Beckett	per	S	Anglia	63.46 s	3rd
Kenyon	per	S	Sprite	68.41 s	4th
Overton	per	S	Marcos	63.90 s	5th
Pow	per	S	E-type	63.89 s	6th
Churchley	per	S	Sprite	63.90 s	7th
Whittingham	per	S	DMW	80.93 s	8th
Hunt	per	S	Mallock Mk 11	60.35 s	9th
Phillips	per	S	Chevron B19	58.44 s	10th
Scrags	per	S	Chevron BMW	58.59 s	11th
Franklin	per	S	Huntsman Vixen	58.18 s	12th
Way	per	S	Brabham BT18	58.16 s	13th
Squires	per	S	Brabham BT28	58.16 s	14th
MacMaster	per	S	GRD	56.45 s	15th
Varley	per	S	Brabham BT21C	56.45 s	16th

News . . .

Victory by a mere 2 s after 180 miles of rallying including eight selectives was the lot of Tony Scarse and John Vipond last weekend when they collected the Gavin Frew Trophy after winning the Barton Motors 18 of Clubs Rally organised by the SD(34) Club from Preston.

In their Cortina TC Scarse Vipond dropped 20 m 55 s to just pip Croft Brown Don David son in an Escort, and they, in turn, were only 23 s quicker than the Mexico of Keith Watkinson Jeff Smith who collected 21 m 20 s.

The 180-mile route included eight selectives and Scarse did well on these, taking about 45 s off Brown before petrol but being behind on the road by almost exactly a minute. The result was in the balance right until the end and the checkers checked most diligently. Cyril Bolton Stephen Bye had a steady run in their Cooper to finish fourth on 23 m 41 s but Chris Coburn Rodney Spokes could do no better than seventh with the DTV Firenze after running into trouble on the fifth selective and losing about 8 m. Jimmy Bullough Barry Hughes (Escort) also had a poor event being only ninth.

Overall	Scarse	Vipond	Croft	Brown	Don David
1	20 m 55 s	21 m 20 s	21 m 43 s	22 m 06 s	22 m 29 s
2	22 m 06 s	22 m 29 s	22 m 42 s	23 m 05 s	23 m 28 s
3	23 m 05 s	23 m 28 s	23 m 41 s	24 m 04 s	24 m 27 s
4	24 m 04 s	24 m 27 s	24 m 40 s	25 m 03 s	25 m 26 s
5	25 m 03 s	25 m 26 s	25 m 39 s	26 m 02 s	26 m 25 s
6	26 m 02 s	26 m 25 s	26 m 38 s	27 m 01 s	27 m 24 s
7	27 m 01 s	27 m 24 s	27 m 37 s	28 m 00 s	28 m 23 s
8	28 m 00 s	28 m 23 s	28 m 36 s	29 m 59 s	30 m 22 s
9	29 m 59 s	30 m 22 s	30 m 35 s	31 m 58 s	32 m 21 s
10	31 m 58 s	32 m 21 s	32 m 34 s	33 m 57 s	34 m 20 s

With the temperature well into the 80s several cars succumbed to overheating at the Bristol MC's Hoopers autocross meeting at Yoxter near Cheddar, last Sunday, but Mike Wyatt enjoyed the heat for he took BTD with his RS1600 in 2 m 14.6 s, exactly a second quicker than the rest of the field of 53 competitors over three laps of a 850 yards course high on the Mendips.

Ties came in two of the five classes. In the combined conventional saloons rear-engined class, Chris Drawitt (Imp) and Richard Ward (Anglia) turned in identical times of 2 m 25.6 s, but Drawitt had the class with a very much quicker first run. Second tie came among the big Minis where Barry Robson and David Baskerville recorded 2 m 15.6 s, but the consistent Robson took the class by nearly one and a half seconds.

Ian Cockram's 848 Mini was fifth fastest and won the small Mini class by just over a second from Julian Thomas and in the up to 1000 cc class for front engine FWD cars Bob Orford's 997 Mini collected the gold in 2 m 16.8 s and was one of only three cars to complete its complement of runs, the other nine dying from the heat and other maladies.

BYO	M	Wyatt	Elton	2 m 14.6 s	Class winners
1	2 m 14.6 s	2 m 16.8 s	2 m 18.0 s	2 m 25.6 s	Imp
2	2 m 16.8 s	2 m 18.0 s	2 m 19.2 s	2 m 25.6 s	Anglia
3	2 m 18.0 s	2 m 19.2 s	2 m 20.4 s	2 m 25.6 s	Imp
4	2 m 19.2 s	2 m 20.4 s	2 m 21.6 s	2 m 25.6 s	Imp
5	2 m 20.4 s	2 m 21.6 s	2 m 22.8 s	2 m 25.6 s	Imp
6	2 m 21.6 s	2 m 22.8 s	2 m 24.0 s	2 m 25.6 s	Imp
7	2 m 22.8 s	2 m 24.0 s	2 m 25.2 s	2 m 25.6 s	Imp
8	2 m 24.0 s	2 m 25.2 s	2 m 26.4 s	2 m 25.6 s	Imp
9	2 m 25.2 s	2 m 26.4 s	2 m 27.6 s	2 m 25.6 s	Imp
10	2 m 26.4 s	2 m 27.6 s	2 m 28.8 s	2 m 25.6 s	Imp

Two class winners tied for the outright win at the end of the Midland Manor co-promoted production car trial at Shelatley Beauchamp, Worcs, last Sunday, each having an index of 50 per cent. Dave Slater (Anglia Est) and Don Hobbs (Sprite), were the drivers concerned and Hobbs was declared winner overall on furthest cleanest.

With 11 marks lost Hobbs had the lowest total of the day while Slater had an equally convincing class win with the loss of 41 marks, on the 24 sections. In the front engine FWD class Geoff Spencer (Mini) had his work cut out to keep ahead of John Hodgson (Mini) and Nicky Pulitt (Mini), winning by one mark. The rear engined class went to Roy Bradley's Sport.

Overall	D Hobbs	11 marks	lost	Class winners
1	D Hobbs	11 marks	lost	Class winners
2	D Hobbs	11 marks	lost	Class winners
3	D Hobbs	11 marks	lost	Class winners
4	D Hobbs	11 marks	lost	Class winners
5	D Hobbs	11 marks	lost	Class winners
6	D Hobbs	11 marks	lost	Class winners
7	D Hobbs	11 marks	lost	Class winners
8	D Hobbs	11 marks	lost	Class winners
9	D Hobbs	11 marks	lost	Class winners
10	D Hobbs	11 marks	lost	Class winners

SANTA POD

Hutcherson unchallenged

After the frenzy of the International-series, Sunday's Drag meeting at Santa Pod was a comparatively tame affair. Apart from a fair number of people absent with breakages following the three consecutive meets, Dennis Priddle was at the 208 day at Brands, while Dave Stone and a few others were in Sweden for a return visit to their National Championship. The only big fueller present was Nobby Hill's car, with usual driver Mike Hutcherson making several runs to end up with a 7.8 s best after shutting down at around the 300-yard mark. With no competition, Mike understandably didn't press the valuable machinery too hard.

But Phil Elson, after his impressive 8.7 s of three weeks ago, was well pressed by Freeman Rodgers in Top Comp, and responded with a 9.1 s in the final. Rodgers turned an all-time best of 10.4 s at 138 mph in the carburetted 427 Ford powered car, the engine of which is reputed to be virtually stock, and has over 100,000 street miles on the pistons and rings. He had earlier beaten Dick Sharp in his Pontiac A33, after that, too, had run its best ever at 11.3 s, while yet another best time was set by Jeff Morris in the injected 302 Chevrolet-powered Avenger, Oblivion, in the other semi-final against Elson with a 10.96 s at 128 mph.



Goggin recorded a 11.05 s

Top dragster was again dominated by Ray Hoare, this in the absence of Ed Shaver in the topless funny car that is now at last having a body fitted in time for Blackbushe this weekend. Ray ran a 10.0 s in the first round to beat Jim Read's Ford rail at 11.9 s, while John Fullerton took his round with an 11.5 s over Malcolm Lockyer, his big Pontiac running better with each meeting. John Whitmore took a 9.5 s over Keith Elliot's Jag, then lost fire to Tony Anderson's Daimler after he had taken a bye to the semi-final. This he took with a sick 13.0 s to go to the final, while Fullerton fell to Hoare with a fine 10.73 s to 9.32 s. The final run saw Ray dip into the 8s for the first time for any unsupercharged dragster, his injected 302 Chevy running an 8.98 s at 151 mph, while Anderson, usually in the 9s again limped to an 18 s run.

Even the Top Street entry was down to an eight car field, with Peter Andrews' big aluminium block Corvette really setting the pace with an 11.5 s qualifying run that had the wheels off the track on several occasions as the independent suspension set-up tried to cope with the 500 plus horsepower engine. Dick Smith took his Chevelle to a 12.4 s,

Dave Rose the Barracuda to 12.7 s, with John Ledster running a good 13.4 s in his Mustang.

In the first round Smith took a 12.3 s bye and then David Rose beat Dalton's Buick/Chev with a 13.4 s to 14.4 s, while Andrews took another dip into the 11s with an 11.77 s 124 mph win over Al O'Connor's Zephyr at 14.6 s. John Ledster's Mustang was a match for Dennis Muttons big Torino 13.4 s to 14.8 s, then he tried a bit too hard against Andrews and took a red light to 13.8 s to 12.1 s. Smith then force Rose, and after two burn-outs worthy of any Pro Stock, the better traction of the Chevelle took Smith ahead to a best of 12.1 s, to 12.9 s, the 'Cuda just got "hooking-up" sufficiently to use its power. The final again had the two friends and rivals facing each other, with Andrews' Corvette the clear favourite. But this he threw away with a red light, but despite missing a shift, he still ran an 11.8 s to Smith's winning 12.24 s.

Two regular entrants who didn't make it were Bob Oram, who broke the crank in his E-type on Saturday, and Mike Yun, who is returning to the States in a few days, and has just parted with his potent Corvette. After the recent challenge by Gary Goggin's Camaro Kevin Pilling had spent the past three weeks profitably by fitting a new "slick shift" gear box by Joe Liberty to his car, as well as fitting a Jomar rocker stud girdle that helps to keep the valvetrain in order. An off-the-trailer 10.6 s showed that he was again right at the top, though Gary was still finding a bit more on each run with his trusty Corvette engine in the Camaro. His 11.11 s took him to second, while Pete Crane at last managed a good run at 11.5 s in the Hunter Plastics car, but apparently lost oil pressure in the process. This later turned out to be a blocked oil line to the gauge, by which time it was too late, but at least he managed to get an indicative run in. Tony Dickson was back to his old engine again after finding the bearings had gone on his new one (again) but had fitted a tunnel ram manifold loaned to him by Dick Smith. But last minute snags again kept the car out of the 11 s with a 12.3 s, just behind Gerry Andrews in the Escort at 12.2 s.

Kevin ran another 10.8 s for the bye run, while Tony was lucky to get through with a 12.0 s when Pete Crane didn't make it out in time, and Gary Goggin scored for the big blocks with a staggering 11.05 s, over Andrews 12.6 s in the Escort. It can't be long before he gets the single carb, two year old engine down into the 10.90 s. Kevin ran his only 11 s of the day—a measure of the improvement—with an 11.06 s to Dickson's 12.3 s in the Duckhams car and then faced his biggest challenge against Goggin, when he got through with another bye at 11.12 s. But Kev's power was just a little too much, despite another fabulously close race that had the black Camaro running a high of 131 mph in 10.81 s to 11.10 s at 126 mph. A lot of personal bests and record runs brightened up what would otherwise have been a rather dull meeting.

Scott, in a similar car was a close third.

Behind Dodd in the next class were Tony Wilson (1293 Mini) on 1 m 20.2 s and Terry Cole (1293 Mini), whose best was 1 m 21.0 s. With an index of performance award going to Alistair Lyall's 1650 Escort with 1 m 21.2 s, the only other class, with sports and all capacity saloons, was won by Peter Dale with a Ginetta Imp who produced two runs of 1 m 23.8 s to pip Peter Mann (1650 Escort), who only managed this time once.

BTD R F S V M J M 1981 Class winners
D 1293 Mini M 1293 Mini C 1650 Escort
1 m 19.4 s P 1650 Escort 1 m 23.8 s

● Current points positions in the two club championships put Dave Stone ahead in the BDR & HRA one with 44 points; Pete Smith and Kevin Pilling next with 35 each; then Dennis Priddle 30; Ken Craigen 28 and Tony Merry, 27. This is in the Top and Senior divisions, whilst David Vizard just leads the Middle and Junior with his Chrysler Avenger with 38 ahead of Gerry Cookson's 37, Robin Talles' 32 and Brian Parkins with 29.

● The NDRC's Castrol/RAC points are as follows: Brian Bucknall and Clive Skilton, 30; Fred Whittle and Robin Talles, 28; Bob Oram, Ken Penfold and Freeman Rodgers, 20; Pete Smith, 18; Gerry Cookson, Rob Skinner, Ed Shaver, 16; Ivan Fryer, 13.

● This Sunday is the fourth round of the above championship, and the venue is Blackbushe Airport near Camberley, Surrey. The name of Blackbushe is synonymous with drag racing in the UK, having been the site of the first festivals that started the ball rolling back in the early sixties.

With the airport under new management, the organisers are confident of much better crowd facilities this year. Particular attention has been paid to the entry gates, and the jams that have been a problem over the past couple of years should not arise even with the 20,000 crowd that is expected following last year's successful event. New fencing and a 20 tier, 1,000 seat grandstand should give a better view for everyone, whilst 200 entries promise to make it an action packed event.

Top Fuel will be a three-cornered fight, with John Anderson returning from Sweden with his immaculate rear-engined car to take on Roland Pratt in the "Hillbillys" rail and Clive Skilton in the Castrol car. With several runs on the new Donovan, Clive will be looking to improve on his 8.8 s for, and Blackbushe's wide open spaces could be the place for it. All the Pro Stocks and Top Street cars will be there, with Fred Whittle facing a challenge from Liam Churchill's new Capri funny car in his big Altered. Sponsored by Hot Car and Radio Luxembourg, the meeting starts at 10am.

● Keith Harvie has at last sold his "Fire-brewed" Camaro to Steve Gament Petrie, who plans to run it in Top Street with a new 427 motor for a couple of meetings, then get up into Pro Stock with the car, which last year ran an 11.2 s at the last meeting, but has spent most of this season destroying engines.

Keith meanwhile is putting a new short block 427 with the tunnel ram manifold and carbs into his 1980 Corvette, which he hopes to have running before the end of the year and will be aimed at a probable new class of Street Altered for next season. Mustapha Errol, who was originally down to buy the Camaro, elected to stay with his 426 Hemi-Cuda, but is now faced with an extensive rebuild after he did some nasty internal damage a couple of meetings ago.

● Running the funny cars over the three International meetings proved to be an expensive business for Santa Pod Raceway. Apart from filling up their own "Firefly" dragster they also had Nancy, Schumacher and Paul Murphy to supply, and with the funnies using up to £80 of fuel per run, the nitro bill came to somewhere around the £1,500 mark! With their big stroked 480 cubic inch motors, they cannot apparently be safely run on anything less than 96%, a figure that would make most of the Pro-Fuel drivers (who rarely go over 85%) think twice before considering.

● Kevin McGamm, current owner of the much travelled 'Opus One' has just dropped a 389 Pontiac into the space last occupied by the Stones 440 Chevy engine when they were running it. Although the engine will be virtually stock initially, the 421 Pontiac/A30 of Dick Sharp and crew has shown that a stock lump in a light car will go well anyway, their car having recently run an 11.6 s with the addition of a high stall speed converter to their Turbo-Hydro automatic gearbox.

● The 1310 Clubman of Ron Fuller set BTD at the Loughborough CC's restricted autocross at Peatling Magna, near Wigston, Leics, last Sunday, but he only won it on aggregate as Geoff Dodd had equalled his time with a 1310 Cooper, both returning 1 m 19.4 s for two laps of a 200-yds course.

With only 44 cars everyone had three runs and the combined up to 1000 cc front engine FWD/rear engined saloons class went to David Hazlewood with his Imp whose 1 m 21.6 s was nearly a second quicker than Reg Fitt's 898 Cooper while Malcolm

LONG MARSTON

Taylor wins last round; Airey is champion

Tom Airey driving his 1600 cc Mini Cooper S became the 1973 Castrol Rallypoint Champion when he finished second to John Taylor's Escort in the final qualifying round at Long Marston last Sunday. Taylor in fact finished second in the championship after last year's champion Rod Chapman retired on the last lap of the final with a broken gearbox. Colin Malkin in the works Chrysler Avenger GT convincingly won the Group 1 title after winning every race in the three-event championship.

Unlike the previous meeting in July the weather stayed sunny and dry and the Ford Escorts were expected to gain some advantage on sheer speed. But with the addition of a chance Tom Airey's Mini set the pace in the morning qualifying rounds being a full second ahead of John Taylor's Escort with David Angel half a second behind. There were, in fact, a great many non-starters especially in the Group 1 category, but the competition was probably closer than before and provided some good entertainment for the television cameras. The only serious casualty of the morning was Philip Liley who was driving Philip Cooper's Mini Cooper S, and rolled after touching some markers but thankfully escaped without personal injury.

Such was the efficiency of the organisers that they were able to run eight races for the Rallypoint Championship and four races for the Group 1 cars in addition to a brief demonstration by Clive Skilton's dragster all in the space of one hour to fit in with the sports programme for ATV.

The afternoon started with a win for Tom Airey who quite easily held off former champion Rod Chapman who had in turn pulled away from the rest of the field. Keith Stones in fact finished third on the road but after some penalties Wayne O'Connor qualified for the semi-finals. Gary Street who was lying third in the Championship retired on the second lap with engine malady.

In the second quarter final David Angel and Nick Jesty both made good starts and easily held off Ron Douglas in the Stormont Escort, but unfortunately Douglas was penalised for hitting markers allowing John Winsor to qualify. Incidentally both Chapman and Taylor were on Dunlop racers and in fact Dunlop's technical adviser Brian Bennett was in attendance; whilst Ron Douglas's car was Goodyear shod. John Taylor had things all his own way in the third quarter final finishing well ahead of John Welch who did some tyre smoking antics to keep ahead of Bill Airey's Mini.

The final quarter final provided a lot of entertainment. Tony Drummond made a beautiful start to take a clear lead down the back straight, but lost it hopelessly just before the end of the first lap allowing Dave Preece into the lead. Paul Northall in the GT6 was then second after a poor start but he lost it after thinking he was on his last lap and making for the paddock. Tony Drummond drove most spectacularly to finish an eventual fourth behind the Nagspeed cars of Dave Preece and Ray Smith with Mike Bird third. Preece's car still bore evidence of his double shunt at the first rallypoint of the season whilst Northall's Triumph had a Dolomite Sprint engine fitted and certainly proved extremely quick.

The first semi-final saw the re-match of Airey and Chapman and although Chapman got very sideways in an effort to catch the

flying Mini he made very little impression, with Dave Angel and Nick Jesty also qualifying for the final. John Taylor made a beautiful start in the second semi-final and was never troubled by second man John Welch, but four Minis of Preece, Bird, Smith and Bill Airey had quite a battle to eventually finish in that order.

And so to the final, and it was a straight forward Ford v British Leyland battle. John Taylor again made a good start to lead into the first corner but throughout the 8-lap final he could never get away from the eventual champion Airey. The final was split into three individual battles, for David Angel lying third was pushed very hard by Rod Chapman until the fourth lap when Chapman got through, but on the very last lap Chapman's gearbox cried "no more" allowing Angel to finish an unworried third. The third battle raged between John Welch and Nick Jesty and although Welch did his best to put up a screen of rubber smoke Jesty was able to pass and hold fourth place to the flag.

In the Group 1 Class Colin Malkin again won both his races although for the first time he was seriously challenged. Mike Hill appeared in a new 1600 cc Lancia and pushed the Avenger quite hard in both heats. Charles Eveson driving the ex-Barry Malkin Avenger managed third on the day but through his consistency in the series eventually finished runner-up in the Championship. John Blomham driving the Birmingham Post Avenger won both his heats but at a slower speed eventually taking fifth whilst an interesting entry came from Ron Douglas, who entered the ex-Tony Fall Tour of Britain Datsun 180BSS.

Finally there was a handicap even for lady drivers which was won by Judith Jesty in her Mini, who drove the last lap on a flat tyre. Second was Bronwyn Burrell, who drove the Huxford's Fiat 127 with great verve to hold off Vicky Lambert in the Open Ascona. Pat Moss-Carlson was a disappointing fourth in her Alpine after almost spinning twice.

Championship: Castrol Rallypoint Champion 1973									
1	John Taylor	GB	Escort	43	2	Rod Chapman	GB	Escort	40
3	Franz Wurz	Austria	Audi	35	4	Paul Northall	GB	Triumph	33
5	Wayne O'Connor	GB	Mini	32	6	John Welch	GB	Mini	28
7	David Angel	GB	Mini	25	8	Nick Jesty	GB	Mini	24
9	John Winsor	GB	Escort	23	10	John Blomham	GB	Avenger	22
11	Keith Stones	GB	Mini	21	12	Wayne O'Connor	GB	Mini	20
13	John Taylor	GB	Escort	19	14	John Welch	GB	Mini	18
15	John Taylor	GB	Escort	17	16	John Welch	GB	Mini	16
17	John Taylor	GB	Escort	15	18	John Welch	GB	Mini	14
19	John Taylor	GB	Escort	13	20	John Welch	GB	Mini	12
21	John Taylor	GB	Escort	11	22	John Welch	GB	Mini	10
23	John Taylor	GB	Escort	9	24	John Welch	GB	Mini	8
25	John Taylor	GB	Escort	7	26	John Welch	GB	Mini	6
27	John Taylor	GB	Escort	5	28	John Welch	GB	Mini	4
29	John Taylor	GB	Escort	3	30	John Welch	GB	Mini	2

Rod Chapman was out of luck this time



News...

● The first ever, we think, two-day national production car trial, is being organised by Sporting Owner Drivers' Club on September 8-9 with sponsorship from Castrol. The two-day event, with a suitable party on the Saturday, is being run on two farmland courses at Great Brickhill, Bletchley, Bucks and there are handsome prizes including a stainless steel tray and tyres. To be among the 130 lucky ones get regs from V. C. Webley, 115 Vandyke Road, Leighton Buzzard Beds (Leighton Buzzard 66103).

● Regs are now available for the final of the Castrol BT&RDA Autocross Championship which is again being run by Dudley & District CC on September 9. Clerk of the course Robin Morris promises "a pretty fast course" at the club's usual venue at Clive Farm, Pittingham, near Wolverhampton. Last year John Bevan was recorded at nearly 100 mph on one section of the 1000-yds course. Regs are available from Malcolm Cope, 2 Marlborough Road, Bearwood, Warley, Smethwick (Tel: 021-429 2766).

● Alistair Macfarlane, the Scottish autocross champion, beat his nearest rival, Stewart Brown, by a margin of 4 s to set BT&RDA at the Player's No. 6 Autocross Championship meeting (on Sunday, August 5), at Stranraer. In the final "knockout" race of the day, Doug McGirr was over-ambitious on a corner and rolled his Mini. He came out of his flattened car unhurt. The championship final, on Sunday, August 19, at Faimalms Farm, Tarbolton, will be organised by the East Ayrshire CC.

● The Jaguar DC's International XK Day takes place at Woburn Abbey on Sunday, September 2. International XK Day is open to all Jaguar owners and enthusiasts and besides the 200-plus XK sports cars expected, many hundreds of other Jaguars of all types will be attending this occasion, which celebrates XK120's Silver Jubilee. Among the displays will be the exciting XJ 13 sports prototype. The programme begins at 10.30 am.

● Competitors are asked to make a special note of the final race meeting of the season at Aintree on Saturday, September 15 (possibly the last ever if the new owners want to develop the circuit). Attractive prize money is being awarded for this seven-race special meeting.

There's £100 prize money for the non-championship Escort Mexico race; £100 for the special GT race; £50 for a clubmen's sports car race; £99 for the Formula Ford race (which will be run in two heats and a final). Also on the lucrative programme are the Aintree championship events: Esso Uno mod sports, Brookshire special saloon and Duckhams formula (libra). Regulations are available from Ian Smith, 13 The Clough, Halton Brow, Runcorn WA7 2HB.

● Following the first three rounds in the Embassy European Rallycross Championship, organised by TEAC, John Taylor leads the series for Britain with his Escort on 43 points, from Rod Chapman on 40 and Austrian Franz Wurz on 35. Best British Mini exponent is Hugh Wheldon in seventh. There are three more qualifying rounds still to be held: September 2, at Valkenswaard, Holland; September 15, at Lydden, Kent; and on October 14, at St Pol, France. The big final takes place at Lydden on November 3.

The full championship points are as follows:
1 John Taylor, GB, Escort, 43; 2 Rod Chapman, GB, Escort, 40; 3 Franz Wurz, Austria, Audi, 35; 4 Paul Northall, GB, Triumph, 33; 5 Wayne O'Connor, GB, Mini, 32; 6 John Welch, GB, Mini, 28; 7 Hugh Wheldon, GB, Mini, 25; 8 Nick Jesty, GB, Mini, 24; 9 John Winsor, GB, Escort, 23; 10 John Blomham, GB, Avenger, 22; 11 Keith Stones, GB, Mini, 21; 12 Wayne O'Connor, GB, Mini, 20; 13 John Taylor, GB, Escort, 19; 14 John Welch, GB, Mini, 18; 15 John Taylor, GB, Escort, 17; 16 John Welch, GB, Mini, 16; 17 John Taylor, GB, Escort, 15; 18 John Welch, GB, Mini, 14; 19 John Taylor, GB, Escort, 13; 20 John Welch, GB, Mini, 12; 21 John Taylor, GB, Escort, 11; 22 John Welch, GB, Mini, 10; 23 John Taylor, GB, Escort, 9; 24 John Welch, GB, Mini, 8; 25 John Taylor, GB, Escort, 7; 26 John Welch, GB, Mini, 6; 27 John Taylor, GB, Escort, 5; 28 John Welch, GB, Mini, 4; 29 John Taylor, GB, Escort, 3; 30 John Welch, GB, Mini, 2.

Rally men on top

The rally men beat the racing types when the Falcom MC's two day Autofest was held on a three-quarter mile course in the grounds of Knebworth Park last weekend, with sponsorship and arrangement by Cars & Car Conversions. On Saturday, in the two Consul events Will Sparrow and John Brown emerged the winners and on Sunday Richard Iliffe and Chris Selater completed the rally drivers' domination over such people as Gerry Marshall and Barrie Williams.

For the actual event some 50 competitors entered and the usual elimination heats meant three runs for the lucky ones to get into the final while there were equally generous awards for those in the runner-up event. The winners' final went convincingly to Pip Carotta's 1293 Cooper S who led from start to finish of the two and a half laps. Brian Wright (850 Mini) and Clive Trueman (998 Mini), battled briefly for second place before Trueman cleared off after Carotta but the disappointment was John Saunders whose 850 Mini went sick almost as it left the line and was never in contention.

In the runners-up final Jeff Williamson was a clear winner in front of the VW of John Aikenhead while Roger Wakenham in his Grasscutter Special had continual trouble throughout with part of the body coming off and the suspension giving up. However Wakenham won a special award for the hardest trial for during the weekend he had broken and replaced no less than three drive shafts.

Barnard produces Oakleaf surprise

Jack Barnard/Paul Beeson came, as it were, from nowhere to win last weekend's Oakleaf Rally, laid on by Sevenoaks & DMC with a start and finish at the Rolls-Royce Social Club at Leavesden, near Watford. In their Escort TC Barnard and Beeson lost 24 m on the 150-mile route after not featuring in the first five places at half time.

In second place, after being fifth at petrol, were Martin Baron/Graham Smith (Mexico), who dropped 28 m, just one less than Ted Thomas/Geoff Richards (RS1600). There was a big gap to fourth place taken by Bernie Fisher/Alan Woodbridge (Escort TC) on 38 m.

Hard luck story of the night concerned John van Camp Jim Anderson who led at halfway with 8 m lost and they continued to lead until three controls from the end when a wheel fell off their Spitfire. Martin Thorp John Carter (VW) also raised a few eyebrows by being second at half-time on 11 m but they dropped back to total 43 m but still take the semi-experts class from David Rodwell Peter Turner (Mini) by a minute. Most frustrated driver was Mike Regan who came over from Holland with his Mexico and who did 150 yards before the alternator packed up.

Overall: 1. Barnard P. Beeson, Escort TC, 24 m, 2. M. Baron G. Smith (Mexico), 28 m, 3. T. Thomas G. Richards, RS 1600, 27 m, 4. B. Fisher A. Woodbridge, Escort TC, 38 m, 5. Semi-experts: M. Thorp J. Carter (VW), 43 m.

Following the Baitings Dam round last weekend Colin Rogers (Cooper), leads the Slendered Sprint Championship with 55.33 marks from the eight rounds. In second place, with two rounds in hand, is Richard White's Escort, now on 52.48 marks, while in third place is last year's joint winner John Bury who has 52.19 marks in his Midget from seven events. The next three places, all with seven scores, are taken by Brian Whiting (Escort RS 1600), 49.28 marks, John Ashcroft (Elan), 47.60 marks and Peter Davey (Sprite), 46.53 marks. Next round is this weekend at Woodvale.



Variety at Oulton: Aston DB3S, Jowett Jupiter, Aston DB2, Bristol 405, Lotus XI, Talento-Climax and an Abarth Zagato round Cascades



Admirer amused by Tony Brise's novel Holboychair



Hutton's Mirage leads Cooper's GT40 into Knickerbrook

OULTON RESULTS...

Charles Sprackley Thoroughbred Sports Car Champion-
ship round (10 laps) 1. B. M. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
2. m 31.3 s 80.63 mph 2. Ray Williams 1.2
T. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Aston Healey 3. 2. m 12.4 s 80.63 mph 2. M. 2. M. 2.
T. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Over 2000 cc class 1. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2.
S. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Fastest lap: 1. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2.
2001 cc class 1. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2.
A. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Fastest lap: 1. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2.
Up to 2000 cc class 1. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2.
S. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Fastest lap: 1. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2.
Control Production Saloon Car Championship round
(10 laps) 1. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2. M. 2.
2. 3. 4. 5. 6. 7. 8. 9. 10.
Chevy Nova 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
3.0 BMW 5. 2.0 m 17.4 s 80.63 mph 2. Roger 3. 3.0 BMW 5.
2.0 m 17.4 s.
Over 1500 cc class 1. G. 2. 3. 4. 5. 6. 7. 8. 9. 10.
S. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Fastest lap: 1. G. 2. 3. 4. 5. 6. 7. 8. 9. 10.
87.96 mph (record).
1105 cc class 1. B. 2. 3. 4. 5. 6. 7. 8. 9. 10.
H. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Fastest lap: 1. B. 2. 3. 4. 5. 6. 7. 8. 9. 10.
1805 cc class 1. M. 2. 3. 4. 5. 6. 7. 8. 9. 10.
S. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Fastest lap: 1. M. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Up to 1800 cc class 1. M. 2. 3. 4. 5. 6. 7. 8. 9. 10.
67.48 mph 2. Eric 3. 4. 5. 6. 7. 8. 9. 10.
S. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Fastest lap: 1. M. 2. 3. 4. 5. 6. 7. 8. 9. 10.
69.6 mph.
Historic Sports and Touring Cars (10 laps) 1. Charles
Lutes 1.0 Mase 1.0 18 m 47.4 s 88.55 mph 2.
John Harper 1.0 de Aguer 18 m 5. 3. 4. 5. 6. 7. 8. 9. 10.
B. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
1.1 Lotus 1.1 20 m 45.4 s.
Touring Car class 1. A. 2. 3. 4. 5. 6. 7. 8. 9. 10.
62.63 mph only starter (Fastest lap: Bennett 2 m 31.0 s.
85.83 mph).
Road Sports Cars over 2000 cc class 1. C. 2. 3. 4. 5. 6. 7. 8. 9. 10.
3.8 Jaguar 4.4 2. 4.5 winners 1000 cc Fastest lap
given. No other starters.
Road Sports Cars 1601 to 2000 cc class 1. S. 2. 3. 4. 5. 6. 7. 8. 9. 10.
P. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
2.0 Frazer Nash 1.0 Mase 73.63 mph 2. Richard

Haslock 12.0 AC Albi 1000 3. Colin Campbell 12.4
A. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
25.5 mph (record).
Road Sports Cars up to 2000 cc class 1. Eric Stude
1.0 Porsche 3.0 Speedster 71.18 mph 2. D. 3. 4. 5. 6. 7. 8. 9. 10.
B. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
Porsche 3.0 Fastest lap: Stude 2 m 16.4 s, 72.78 mph
(new record).
Sports Racing Cars over 2000 cc class 1. Lucas. 84.53
mph 2. H. 3. 4. 5. 6. 7. 8. 9. 10.
Fastest lap: 1. Lucas. 1 m 40.5 s.
9.74 mph (record).
Sports-Racing Cars up to 2000 cc class 1. Harrison.
26.8 m 2. Tony Brison 1.0 Porsche RSX 3. David
Stachnisch 1.1 blue max X Le Mans. Fastest lap:
H. 2 m 1.0 s 8.5 mph (record).
Lombard North Central Formula 3 Championship round
(10 laps) 1. M. 2. 3. 4. 5. 6. 7. 8. 9. 10.
10.74 mph 2. Richard Roberts (March-Novamotor 733)
6 m 28.6 s 3. Tony 4. 5. 6. 7. 8. 9. 10.
24 m 5. 4. 5. 6. 7. 8. 9. 10.
16 m 34. s 5. Pedro 6. 7. 8. 9. 10.
16 m 34.8 s 6. Marc 7. 8. 9. 10.
16 m 35.4 s Fastest lap: 1 m 36.4 s, 103.14 mph
Cusson GT Trophy Championship round (10 laps) 1.
A. 2. 3. 4. 5. 6. 7. 8. 9. 10.
9.34 mph 2. John Cooper 3.0 Ford GT40 18 m 30.4 s.
3. B. 4. 5. 6. 7. 8. 9. 10.
4. M. 5. 6. 7. 8. 9. 10.
Near-engined cars over 2000 cc class 1. Hutton. 91.36
mph 2. Cooper 3. 4. 5. 6. 7. 8. 9. 10.
Fastest lap: Hutton 1 m 46.5 s, 93.24 mph (new record).
Front-engined cars over 2000 cc class 1. Salmon.
95.9 mph 2. Peter 3. 4. 5. 6. 7. 8. 9. 10.
D. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
N. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
88.77 mph (new record).
Rear and rear-engined cars up to 2000 cc class: 1.
C. 2. 3. 4. 5. 6. 7. 8. 9. 10.
John Webb 1.2 Lotus 1.1 Fastest lap: C. 1 m 40.5 s.
9.86 mph (new record).
STP Formula Ford Championship round (10 laps): 1.
Derek Lawrence Oulton T14 MP15 17 m 45.5 s, 93.25
mph 2. R. 3. 4. 5. 6. 7. 8. 9. 10.
3. M. 4. 5. 6. 7. 8. 9. 10.
Stephen 5. 6. 7. 8. 9. 10.
M. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
W. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
lap: Lawrence 1 m 45.4 s, 94.30 mph.
Formula Ford (10 laps): 1. Doug 2. 3. 4. 5. 6. 7. 8. 9. 10.
M. 2. 3. 4. 5. 6. 7. 8. 9. 10.
H. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
10 m 46.8 s Fastest lap: M. 1 m 51.4 s.
89.22 mph.

PRESCOTT

Roberts' BTD; many records

Take the prettiest hillclimb in Britain, arrange a superbly sunny August day, sprinkle liberally with superb elderly machinery and pretty girls and the recipe is complete for a fabulous annual vintage Prescott. Add to this a sprinkle of G. H. Mumm's Cordon Rouge Champagne being liberally dispensed to happy tasters by Eola Young and the Garden Party is complete!



John Roberts at Pardon (above). Close-up of Martin Morris and his ERA (below)



Despite the relaxed air about the meeting the competition was as usual very stern and records fell in several classes. Jack French used his Ulster Austin to take the vintage category in the small sports car class a couple of seconds behind Tim Ely's ex Mike Hawthorn Ulster Riley which won overall, this being a PVT car. Richard Clark's tidy 4ED Meadows-powered HRG neatly annexed the 1100-1500 cc class despite a 'Nash-like' slither round Pardon with Keith Poynter's much-raced "Hyper" Leaf well in command of the pre-1930 brigade. Ron Footitt's record in class 3 for 1501-3000 cc sports cars had stood for six years but Sunday was its downfall when Bill Stephenson snarled his lightweight 2-litre Frazer Nash-BMW to the top in 46.87 s, a slight loss of poise at Pardon being corrected without delay. The record still stood for vintage cars, however, as Tony Rogers left it alone in his blown AC-engined Nash, with which he won the class. Mike Bowler gave his beautifully restored ex-Gillie Tyrer Mille Miglia 328 an effective debut!

Bunny Tubbs was in full form with vintage puns abounding by the time over-3,000 cc sports cars took to the hill. He obviously disapproved of both Chris Winder's Leaf SS hybrid which held the class record and of Hamish Morten's lightweight Bentley which nearly removed it by the startling margin of a whole second, referring to both gentlemen as motor manufacturers. All credit to Hamish, though, his car does look like a Bentley appears to consist of all Bentley parts and surely it is permitted to lighten cars for competition, even to this astonishing extent! David Black's much more normal and delectable Monza Alfa was a smooth second overall.

Sam Clutton drove the superb 12-litre Itala almost as if it was a modern lightweight special and wiped a clean second off the Edwardian class record! Second to him was

Ron Barker in his almost equally rapid Napier special.

Freddie Giles was getting more crackle and pop than snap from his HRD engine on his first run in the racing car class up to 1100 cc and left Dowson Snr in charge of the class with the diminutive monocoque constructed and rubber suspended Lightweight Special built by Dowson Snr and Sir Alec Issigonis in 1938. However, on the second runs, all was well with the HRD twin and Freddie galloped to the top in a time within a quarter of a second of the class record. Patrick Marsh had the only 1½ litre ERA left running after the other three had various maladies such as the dreaded dropped valve inserts, and he cantered home a happy winner with Dick Smith driving Mark Joseland's blown SV Anzani-engined replica of the Terror being suitably hairy in second place. John Roberts had had gear problems in the 1959 GP Lotus 16 and wasn't too sure whether it would stay in first gear off the line although he and Tony Merrick had rebuilt the box (a Bill Wilks constructed special), during the morning. All was well however on the second run and John took BTD with a neat drive just 0.03 s away from Alan Cottam's record. Guy Smith made a mockery of his own record in the 3½ litre Alvis-engined Frazer Nash by slicing off a whole second. John Variables Llewellyn managed a startling 43.42 s run in his 3 litre ex-Gerard ERA to take second overall just fractions of a second in front of Martin Morris's similar capacity ERA. Ian Preston left the longest black line in history out of Pardon in his Bugatti BT51 but had to give Ron Footitt beat with the CoGNac Special which at last took away the vintage class record which had stood to Peter Stubberfield since 1957 at 45.63 s. Peter Van Rossem produced a tidy 45.75 s in his Cooper Bristol to equal its previous owner John Roberts' own best time.

Class winners: 1. Ely's 1.1 Riley Ulster 52.02 s; 2. French 1.5 Austin 2.0 55.51 s; 3. R. Footitt 1.5 Nash 55.70 s; 4. M. Poynter 1.5 Hyper Leaf 56.15 s; 5. W. Stephenson 2.0 Frazer Nash BMW 46.87 s; 6. W. Morten 1.2 Bentley 48.94 s; 7. F. Giles 1.1 Napier 49.05 s; 8. D. Black 1.6 Alfa 49.06 s; 9. S. Clutton 1.2 Itala 49.07 s; 10. G. Smith 3.5 Alvis 49.10 s; 11. J. Variables 3.5 Llewellyn 49.11 s; 12. P. Marsh 1.5 ERA 49.12 s; 13. T. Ely 1.1 Hawthorn 49.13 s; 14. R. Barker 1.5 Napier 49.14 s; 15. J. Roberts 1.5 Lotus 49.15 s; 16. M. Morris 1.5 ERA 49.16 s; 17. D. Footitt 1.5 CoGNac 49.17 s; 18. S. Clutton 1.2 Itala 49.18 s; 19. P. Marsh 1.5 ERA 49.19 s; 20. G. Smith 3.5 Alvis 49.20 s.

Turpin with ease

With his BDA-powered Special now working properly, after two preliminary skirmishes, Mike Turpin had little trouble in taking BTD when Winchester & DMC organised their round of the Castrol/BTARDA Autocross Championship at Fair Oak, near Eastleigh, Hampshire, last Sunday. Two other drivers, Messrs. MacDonald and Button, scored their seventh class wins to go forward to the final next month with maximum scores, joining four others already through. A total of 113 competitors contested the 17th round on a fast and bumpy course before a good crowd in decidedly hot and sticky conditions.

Class 1 was once again a Porsche benefit and when David Marston set 1 m 48.3 s on his first run to set the target Brian Evans did not seem to have much chance as the course slowed as it began to cut up on the corners. In defiance of everything, however, Evans managed to clip four-tenths off Marston's time to take the class on 1 m 47.9 s while Keith Pettitt's Mexico took third just over 5 s adrift. After Richard MacDonald's Mini went on to three cylinders on the first run he looked out of contention in the up to 870 Mini class but he thundered round to good purpose later on and his 1 m 4.6 s was half a second up on Martin Barnard who has now been the bridesmaid on six occasions

with his HF Sprinteam Mini. A very creditable third was Peter Gould on 1 m 45.5 s three tenths slower than Barnard.

One of the best runs of the day saw the Anglia of Graham Hathaway ranged against Tony Merridale in his Escort, as the small capacity standard saloons took the field. The pair were locked together for much of the two laps and finished very close but poor Merridale had clipped a few penalty markers and Hathaway, with 1 m 43.7 s, took the class but Merridale's second run brought him to within half a second while brother Bob sat in the wings and quietly scored another four points in third. The battle between these three should be one of the high spots of the final for in the overall points Hathaway leads with 72 pts to Tony's 71 with Bob on 70 pts.

In the absence of the Messrs. Dowson and Northall, playing at Rallycross, Ron Easton's TVR Vixen easily collected nine points with a 1 m 44.6 s in the sports car class, nearly 8 s ahead of Graham Allan (Elan) while Colin Barrell brought his Lotus-powered Sprite home third. For only the fourth time this year John Button clashed with Peter Harrold in the battle of the big VWs in the rear engine class, and the score is now two all for Button collected the class by 4 s with 1 m 37.7 s. However it was not really an equal contest for Harrold bent a tie rod in practice and the weakened structure gave way on his first run and he retired to the trailer. Tony King (Imp) was outclassed but drove well for third.

It was the 11th win for Roger Brunt in the 871-1000 cc Mini class and the Trowbridge butcher now has a massive 121 points. His first run of 1 m 39.8 s was good enough to collect his 11th class win but Nick Brice, making an infrequent appearance, was a good second to demolish the consistent Frank Morris to third for the first time this season.

Local stars Tony and Robin Rees shared the first two places in the big saloons with their Escort 1800, Tony being 2½ s quicker with 1 m 45.4 s. Graham Allen's 1850 Anglia was third but some way behind. Championship regulars Terry Smith and Dave Fuell collected first and third in the big Minis class being split by Derek Thompson with his 1293 Cooper Smith, who only did one run because he damaged a shoulder on landing from one of the bumps, returned 1 m 40.6 s in his 1340 Mini while Thompson's 1 m 45.1 s was good enough to beat Fuell's 1400 model by half a second though the latter did not appear to be firing on all four cylinders.

Turpin won the Specials class by more than 3 s demolishing Nick Seymour's Voinik to second place for the fourth weekend on the trot. Voinik relied on a first run of 1 m 36.8 s leaving John Watkins (JW Special) and Maurice Dugan (Special) to dispute third.

Class winners: 1. M. Turpin 1.1 Special 1 m 33.7 s; 2. C. Allen 1.1 Mini 44.6 s; 3. P. Rees 1.1 Mini 44.9 s; 4. R. MacDonald 1.1 Mini 44.6 s; 5. G. Hathaway 1.1 Anglia 45.7 s; 6. R. Easton 1.1 TVR Vixen 44.6 s; 7. J. Button 1.1 VW 45.7 s; 8. T. King 1.1 Imp 45.8 s; 9. P. Harrold 1.1 VW 45.9 s; 10. D. Thompson 1.1 Cooper 46.0 s; 11. N. Seymour 1.1 Voinik 46.1 s; 12. M. Dugan 1.1 Special 46.2 s; 13. J. Watkins 1.1 JW Special 46.3 s; 14. F. Morris 1.1 Escort 46.4 s; 15. R. Brice 1.1 Escort 46.5 s; 16. G. Allen 1.1 Anglia 46.6 s; 17. T. Smith 1.1 Mini 46.7 s; 18. D. Brunt 1.1 Mini 46.8 s; 19. P. Gould 1.1 Mini 46.9 s; 20. K. Pettitt 1.1 Mexico 47.0 s; 21. R. MacDonald 1.1 Mini 47.1 s; 22. B. Evans 1.1 Mini 47.2 s; 23. S. Clutton 1.1 Itala 47.3 s; 24. J. Roberts 1.1 Lotus 47.4 s; 25. M. Morris 1.1 ERA 47.5 s; 26. G. Smith 3.5 Alvis 47.6 s; 27. J. Variables 3.5 Llewellyn 47.7 s; 28. P. Marsh 1.5 ERA 47.8 s; 29. T. Ely 1.1 Hawthorn 47.9 s; 30. R. Barker 1.5 Napier 48.0 s; 31. D. Footitt 1.5 CoGNac 48.1 s; 32. S. Clutton 1.2 Itala 48.2 s; 33. P. Marsh 1.5 ERA 48.3 s; 34. G. Smith 3.5 Alvis 48.4 s; 35. J. Roberts 1.5 Lotus 48.5 s; 36. M. Morris 1.5 ERA 48.6 s; 37. D. Footitt 1.5 CoGNac 48.7 s; 38. S. Clutton 1.2 Itala 48.8 s; 39. P. Marsh 1.5 ERA 48.9 s; 40. G. Smith 3.5 Alvis 49.0 s; 41. J. Variables 3.5 Llewellyn 49.1 s; 42. P. Marsh 1.5 ERA 49.2 s; 43. T. Ely 1.1 Hawthorn 49.3 s; 44. R. Barker 1.5 Napier 49.4 s; 45. J. Roberts 1.5 Lotus 49.5 s; 46. M. Morris 1.5 ERA 49.6 s; 47. D. Footitt 1.5 CoGNac 49.7 s; 48. S. Clutton 1.2 Itala 49.8 s; 49. P. Marsh 1.5 ERA 49.9 s; 50. G. Smith 3.5 Alvis 50.0 s.

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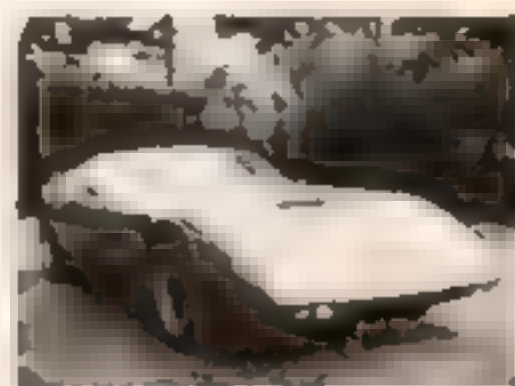


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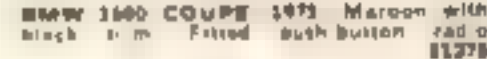
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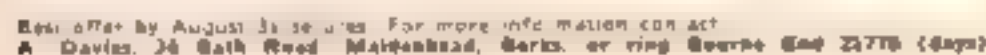
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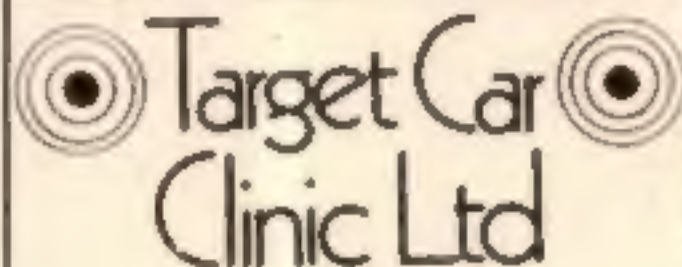
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